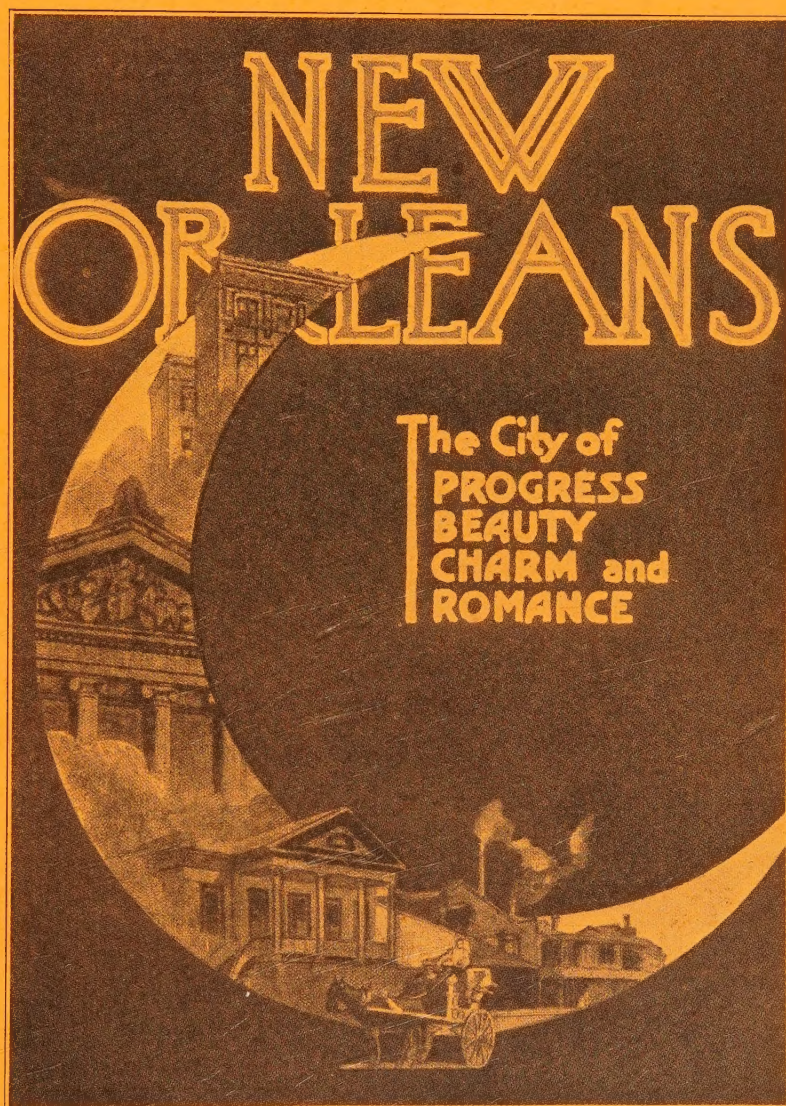


GRAIN DEALERS JOURNAL



New Orleans, the Second port of the land, will be the Grain Trade's Mecca next week on the occasion of the Twenty-sixth Annual Convention of the Grain Dealers National Ass'n.

Do You Know

—that Milwaukee's grain receipts average about 80,000,000 bushels annually?

—that 21,000,000 tons of freight are moved into and out of Milwaukee annually?

—that Milwaukee elevators can store 20,000,000 bushels of grain?

—that the receipts of coal at Milwaukee are 5,000,000 tons annually?

—that Milwaukee is one of the largest clover seed markets in the United States?

—that Milwaukee is the second largest primary oats market in the United States?

—that ocean steamers sail from Milwaukee direct to the ports of Europe?

—that 50% of the grain received in Milwaukee is consumed or ground here by the mills?

These are just a few of the many pertinent facts that combine to make Milwaukee the logical market for your grain shipments.

A line to any of the Chamber of Commerce Members shown here will be the means of your getting more information about this market

Kellogg Seed Co.

Lamson Bros. & Co.

Froedtert Grain & Malting Co.

La Budde Feed & Grain Co.

Flanley Grain Co.

E. P. Bacon Co.

Bush Grain Co.

W. M. Bell Co.

Henry Rang & Co.

Runkel & Dadmum

Cargill Grain Co.

Donahue-Stratton Co.

Franke Grain Co.

Taylor & Bournique Co.

Milwaukee Grain Commission Co.

MILWAUKEE

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

AMARILLO, TEXAS.

Early Grain & Elevator Co., wholesale grain.*
Stone & Co., Lester, wholesale grain.*

ATCHISON, KANS.

Moore-Lawless Grain Co., consgts., futures, pvt. wires.*

ATLANTA, GA.

Commercial Exchange Members.

Hayn & Sims, wholesale brokers, grain, hay.*

BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., grain receivers, exporters.*
Dennis & Co., grain merchants.
England & Co., Inc., Chas., grain, hay.*
Fahy & Co., John T., grain receivers and exporters.*
Gill & Fisher, receivers and shippers.*
Hammond, Snyder & Co., Inc., receivers, exporters.*
Hax & Co., G. A., grain, hay, seeds.*
Jones & Co., H. C., receivers, shippers, exporters.*
Lederer Bros., grain receivers.*
Robinson & Jackson, grain commission merchants.*
Steen & Bro., E., grain receivers and exporters.*

BOSTON, MASS.

Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage commission.*

BUFFALO, N. Y.

Corn Exchange Members.

Anchor Grain Co., Inc., grain and feed.
Armour Grain Co., grain merchants.*
Burns Bros. Grain Corp., grain commission.*
Davis, Inc., A. C., grain.
Harold, A. W., grain, barley a specialty.
McConnell Grain Corporation, commission merchants.*
McKillem, Inc., J. G., receivers and shippers.*
Pratt & Co., receivers, shippers of grain.*
Ratcliffe, S. M., commission merchant.*
Seymour-Wood Grain Co., consignments.*
Sunset Grain & Feed Co., grain & feed.*
Townsend Ward Co., The, consignments.*

CAIRO, ILL.

Board of Trade Members.

Halliday Elevator Co., grain dealers.*
Lynch Grain Co., grain dealers.*
Thistlewood & Co., grain and hay.*

CEDAR RAPIDS, IOWA.

Gifford Grain Co., grain and grain products.*
King Wilder Grain Co., grain shippers.*
Murrel Grain Co., Ray, recvrs. and shprs.*

CHATTANOOGA, TENN.

Chattanooga Feed Co., mfrs. feed; shprs. gr., hay, feed.

CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. P., grain commission merchants.*
Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Brennan & Co., John E., grain commission merchants.*
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., commission merchants.*
Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.*
Holt & Co., Lowell, commission, grain and seeds.
Lamson Bros. & Co., consignments solicited.*
McKenna & Dickey, commission merchants.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Pope & Eckhardt Co., grain and seeds.*
Rang & Co., Henry, grain merchants.*
Requa Bros., wheat a specialty.
Rosenbaum Brothers, grain merchants.*
Rosenbaum Grain Co., J., commission merchants.*
Rumsey & Co., grain commission.*
Sawyers Grain Co., consignments.*
Schiffin & Co., P. H., commission.*
Shaffer Grain Co., J. C., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Updike Grain Co., consignments.*

*Member Grain Dealers National Association.

CINCINNATI, O.

Grain & Hay Exchange Members.

Early & Daniel Co., grain, hay, feed.*
Gale Grain Co., The A. C., receivers & shippers.*

CLEVELAND, O.

Grain & Hay Exchange Members.

Bailey, E. I., grain and millfeed.*
Cleveland Grain & Milling Co., The, recvrs. & shprs.*
Gates Elevator Co., The, receivers and shippers.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Strauss & Co., H. M., receivers, shippers hay & grain.*

COLUMBUS, OHIO.

Smith-Sayles Grain Co., The, buyers and shippers.*

DAVENPORT, IOWA.

Davenport Elevator Co., receivers and shippers.*

DECATUR, ALA.

Lyle-Taylor Grain Co., whlse. grain, hay, feeds.

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*

DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain and hay.*
Conley-Ross Grain Co., The, grain and beans.*
Crescent Flour Mills Co., The, merchant millers.*
Crowell Elevator Co., wholesale grain.
Denver Elevator, wholesale grain, flour, millfeed.*
Gallagher Grain Co., grain merchants.*
Houlton Grain Co., wholesale grain.
Kellogg Grain Co., O. M., receivers and shippers.*
McCaull-Dunsmore Co., wholesaler and commission.*
Moore-Lawless Grain Co., private wires to all markets.*
Phelps Grain Co., T. D., wholesale grain.*
Rocky Mountain Grain Co., export and domestic grain.*
Summit Grain Co., wheat, corn, oats, rye, barley.*

DES MOINES, IOWA.

Board of Trade Members.

Des Moines Elevator & Gr. Co., oats a specialty.
Iowa Corn Products Co., receivers and shippers.
Lockwood, Lee, broker.
Marshall Hall Grain Co., grain commission.*
Rang & Co., Henry, grain commission.
Taylor & Patton Co., corn and oats.*

DETROIT, MICH.

Board of Trade Members.

Dumont, Roberts & Co., receivers, shippers.*
Huston, C. R., grain and hay.*
Licenterberg & Son, oats, corn, hay, straw.*
Simmons & Co., F. J., grain and hay.*
Swift Grain Co., consign or ask for bid.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., merchants—commission, consignments.
Transit Grain & Com. Co., consignments, brokerage.*

GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.*

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HAMBURG, IOWA.

Sullivan & McBride S. & G. Co., red cob fodder corn.

HASTINGS, NEBR.

Koehler-Twidale Elevator Co., grain dealers.*

HATTIESBURG, MISS.

Merchants Grocery Co., whlse. grocers, grain, fd., dr.

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.
Rothschild Co., S., grain, c/s products, rice b/p.*

HUTCHINSON, KANS.

Board of Trade Members.

Central Grain & Laboratories Co., The, buyers for mills.

INDIANAPOLIS, IND.

Board of Trade Members.

Anderson & Mercer, grain commission & consignments.*
Boyd Grain Co., Bert A., strictly brokerage & com.*
Cleveland Grain & Milling Co., grain commission.
Hill Grain Co., The Lew, grain merchants.*
Steinhart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.*

JACKSON, MICH.

Wagner-White Co., track buyers-sellers, grain-feed.

JACKSON, MISS.

Royal Feed & Mfg. Co., mixed feed mfrs.

KANSAS CITY, MO.

Board of Trade Members.

Christopher & Co., B. C., kafir, feterita, mlo.*
Croysdale Grain Co., commission merchants.
Davis Grain Co., A. C., grain commission.
Denton Kuhn Grain Co., consignments.*
Ernst Davis Grain Co., commissions.*
Federal Grain Co., receivers, shippers.*
Frisco Elevators Co., grain merchants.*
Goffe & Carkner, grain commission.*
Hall-Baker Grain Co., consignments.
Lichtig & Co., H., kafir, mlo, screenings.
Logan Bros. Grain Co., receivers and shippers.*
Miller Grain Co., S. H., consignments.
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., grain receivers.*
Norris Grain Co., grain merchants and exporters.*
Roehen Grain Co., E. E., consignments.
Ry. Mt. Grain & Com. Co., consignments.
Root Grain Co., consignments and futures.*
Scouler Bishop Grain Co., receivers and shippers.*
Shannon Grain Co., consignments.
Simonds, Shields, Lonsdale Grain Co., grain.*
Smith-Weekes Bkg. Co., grain broker.
Terminal Elevators, grain merchants.
Thresher Grain Co., R. J., grain commission.*
Watkins Grain Co., consignments.*
Wilser Grain Co., consignments.*

LAWTON, OKLA.

Western Grain Co., hay, grain, seeds, mill pdts.

LIBERAL, KANS.

Vickers Grain & Seed Co., grain and field seeds.

LINCOLN, NEBR.

Grain Exchange Members.

Lincoln Grain Co., grain merchants.*

LITTLE ROCK, ARK.

Grain Exchange Members.

Caple & Stockton, hay, grain, feed.
Farmer Co., E. L., brokers, grain & mill feed.
Gordy Co., C. L., grain brok., hay, grain, millfeed.

LOUISVILLE, KY.

Board of Trade Members.

Scholl Grain Co., The, receivers-shippers of grain.
Callahan & Sons, receivers and shippers of grain.*
Kentucky Public Elevator Co., storers and shippers.*
Verhoeff & Co., H., receivers and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.

M'KINNEY, TEXAS.

Reinhart & Company, wheat, corn, oats, maize.*

MEMPHIS, TENN.

Merchants Exchange Members.

Davis & Andrews Co., grain, mixed feed.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.*
Bell Co., W. M., commission merchants.*
Bush Grain Co., grain merchants.
Cargill Grain Co., grain and seeds.
Donahue-Stratton Co., dlsr. grain and feed.*
Flanley Grain Co., consignments solicited.

(Continued on next page.)

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

MILWAUKEE (Continued).

Franke Grain Co., feeds, grain, hay.
Fraser-Smith Co., commission merchants.
Frocdtert Gr. & Malting Co., grain commission.
Kamm Co., P. C., grain shippers.*
La Budde Feed & Grain Co., grain and feed.
Lamson Bros. & Co., grain commission.
Milwaukee Grain Commission Co., grain commission.
Bang & Co., Henry, commission merchants.
Runkel & Dadmun, grain commission merchants.*
Taylor & Bourlue Co., grain merchants.*
Udike Grain Co., consignments solicited.*

MERIDIAN, MISS.

Board of Trade Members.

Lyon & Co., A. J. whse. gro., grain, feed.
Threefoot Bros. & Co., whse. grain, feed, flr., gro.*

MIDDLEPOINT, OHIO.

Pollock Grain Co., grain, hay, straw, ear corn.

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Cargill Commission Co., grain commission.*
Cereal Grading Co., grain merchants.*
Hankinson & Co., H. L., grain commission.*
Malmquist & Co., C. A., receivers & shippers.*
Marfield Grain Co., grain commission.*
McCull Dinsmore Co., consignments solicited.*
Seldi, Frank J., all grains and feeds.*
Sheffield Elevator Co., shippers of grain.*
Sterling Grain Co., receivers and shippers, all grains.*
Van Dusen-Harrington Co., grain merchants.*
Zimmerman, Otto A., grain and feed.

NASHVILLE, TENN.

Grain Exchange Members.

Tyner & Co., John A., receivers and shippers.*

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, potatoes.

NEW ORLEANS, LA.

Board of Trade Members.

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Fox Co., C. B., exporters.*
Nathan, Edw., sucr. to Nathan & Fettis, fwdg. agt.*

NEW YORK CITY.

Produce Exchange Members.

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Knight & Company, commission merchants.*
Muller & Co., Inc., W. H., recvrs., buyers, exporters.*
Therrien, A. F., broker.

NORFOLK, VA.

Moon-Taylor Co., grain and hay brokers.

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Cherokee Grain Co., grain merchants.*
Lang Grain Co., J. H., prompt and efficient service.*
Marshall Grain Co., grain, feed, seeds.*
Moore, George L., grain merchant.
Okla. City M. & E. Co., grain merchants, millers.*
Perkins Grain Co., W. L., brokers.*
Scannell-Winters Grain Co., grain and feed.*
Stinnett Grain Co., grain merchants.*
Stowers Grain Co., W. R., commission merchants.*
Vandenburgh, Jesse, milling wheat.*
Vandever Grain Co., wholesale grain.
White Grain Co.*

OMAHA, NEBR.

Grain Exchange Members.

Butler Welsh Grain Co., grain merchants.*
Crowell Elevator Co., receivers, shippers.*
Roberts Grain Co., Geo. A., grain merchants.*
Stockham Grain Co., E., commission merchants.*
Taylor Grain Co., commission and brokers.
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., grain commission.
Udike Grain Co., consignments.*

OTTAWA, KANS.

Ross Milling Co., The, millers, hard wheat flour.

PAMPA, TEXAS.

McMurtry Grain Co., L. C., wheat, kafir, milo.*

PEORIA, ILL.

Board of Trade Members.

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Bowen Grain Co., H. D., receivers & shippers.*
Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.
Harrison, Ward & Co., receivers & shippers.*
Luke Grain Co., grain commission.*
Miles, P. B. & C. Co., grain commission.*
Turner Hudnut Co., receivers and shippers.*
Tyng Grain Company, receivers and shippers.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., Ezl., flour, grain, feed.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Stites, A. Judson, grain and millfeed.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

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Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

ROCHESTER, N. Y.

Dailey Bros., Inc., receivers and shippers.*

SALINA, KANS.

Board of Trade Members.

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Freeman-Faith Grain Co., receivers and shippers.
Hayes Grain Co., Always in the market.
Rickel, E. L., grain receiver and shipper.
Service Grain Co., grain, feed, grain products.*
Weber Flour Mills Corp., millers, exporters, grain dlsr.*

SALT LAKE CITY, UTAH.

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Washer Grain Co., W. S., consignments.*
Yancey Grain Co., commission merchants.

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King, Douglas W., wheat, corn-brokr., Texas R. Oats.*

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Merchants Exchange Members.

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Dreyer Commission Co., feedstuffs, grain, seeds.*
Graham & Martin Grain Co., grain commission.*
Marshall Hall Grain Co., grain commissions.*
Langenberg Bros. Grain Co., grain commission.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain and grass seed.*
Turner Grain Co., grain commission.*

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Board of Trade Members.

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McCaull Dinsmore Co., commission.*
Western Terminal Elevator Co., receivers and shippers.*

SIOUX FALLS, S. D.

Burke Grain Co., grain merchants.

SUPERIOR, NEBR.

Bossemeyer Bros. Terminal Elevator.*
Elliott & Myers, grain merchants.*
Superior Terminal Elvtr. Co., grain, corn products.

TOLEDO, OHIO.

Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain receivers, shippers.*
Young Grain Co., grain.*

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Derby Grain Co., wheat, corn, oats, and millfeed.*
Golden Belt Grain & Elvtr. Co., The, recvrs. & shprs.*
Topeka Grain Co., wheat, corn, oats, mill & ctn. feed.*

TULIA, TEXAS.

Cowan Grain Co., W. C., wheat, oats, maize, kafir.*

WASHINGTON, D. C.

Wilkins-Rogers Mlg. Co., Inc., receivers and shippers.*

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Hipple Grain Co., consignments.
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Linton-Christy Grain Co., strictly brokerage & comm.
Raymond Grain Co., consignments.
Simonds-Shields-Lonsdale Gr. Co., exporters.
Strong Trading Co., wholesale grain and feed.*
Terminal Elevators, exporters.
Wichita Grain Co., receivers and shippers.*

WICHITA FALLS, TEXAS.

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WINCHESTER, IND.

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NEW YORK

Produce Exchange
Members

M. B. JONES & CO.

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Commission Merchants
CONSIGNMENTS SOLICITED
New York Chicago Baltimore

Wm H. Müller & Co., Inc.

GRAIN

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11 Broadway
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Chamber of Commerce
BALTIMORE, MD.

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is in position to give you gratifying returns on your grain shipments. The extra effort shown by the Denver Grain Exchange Members is responsible for so many new customers becoming old customers. You owe it to your business to try Denver service.

You can learn more about this paramount service by getting into communication with any of the Grain Exchange Members listed here. They welcome all inquiries.

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Receivers and shippers of all kinds of grain.
Wire or phone us.

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Receivers and shippers of all kinds of Grain.

McCaull-Dinsmore Co.

Grain—Wholesaler and Commission.

T. D. Phelps Grain Co.

Wholesale Grain and Beans.

The Crescent Flour Mills

Merchant Millers and Wholesale Grain.

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Wholesale Grain, Flour and Mill Feed.
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Houlton Grain Company

Wholesale Grain—Get in touch with us.

The Ady & Crowe Mercantile Co.

Grain, Hay, Beans.

Crowell Elevator Co.

Wholesale Grain.

The Conley-Ross Grain Co.

Wholesale Grain and Beans.

Moore-Lawless Grain Co.

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Private wires to all markets. Hedging orders solicited.

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Members

ST. JOSEPH

Grain Exchange
Members

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One of the best in the grain trade with experienced organization, best grain handling facilities and up-to-date methods.

OPERATOR MARSHALL HALL GRAIN ELEVATOR, MILLION BUSHEL CAPACITY

ST. JOSEPH, MO.

The great and growing market in the corner of four GREAT GRAIN states

This combination means SUCCESS AND SATISFACTION to all OUR TRADE!

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ST. JOSEPH, MO.

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Business**
Ask for Our Prices

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Corn and Oats**
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The W. S. Washer Grain Co.
ST. JOSEPH, MO.
Experienced Service
Consignments Buying Orders

Button-Simmons Grain Co.
B-S
BETTER SERVICE
St. Joseph, Mo.

C. N. D. QUOTATIONS

We have enlarged upon our old form of recording C. N. D. quotations and now have a new book which, in addition to having spaces for Wheat, Corn and Oats, also has spaces for Rye and Barley.

Each sheet is headed "Board of Trade Quotations for Week Commencing Monday 192" Columns are provided for three Wheat options, three Corn, three Oats, three Rye and two Barley; have spaces for the market hourly and at close. Closing prices for previous week are listed at top.

Sixty sheets, printed on bond paper, 9 1/2 x 11 1/2", are well bound in book form, with flexible pressboard covers—a year's supply. Order Form 97-5. Price \$1.00.

GRAIN DEALERS JOURNAL
305 South LaSalle St. Chicago, Ill.

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MembersHandling
Consignments
and Futures
44 Years**B. C. Christopher & Co.**

KANSAS CITY, MO.

Buyers and
Shippers Kaffir,
Feterita, Milo
Maize, Mill Feed**SHANNON GRAIN COMPANY
CONSIGNMENTS**

201-2 Board of Trade KANSAS CITY, MO.

Consign to

WATKINS GRAIN CO.

KANSAS CITY, MO.

"You'll Be Pleased"

TERMINAL ELEVATORS

Grain Merchants

Kansas City, Mo.

HALL-BAKER GRAIN CO

Buyers and Sellers of Grain

CONSIGNMENTS

Kansas City - - Missouri

Rocky Mountain Grain & Com. Co.
Consignments

Buyers—Sellers

WHEAT . CORN

OATS . BARLEY

CONSIGNMENTS

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Yes Sir:*Real
Service*

We Handle Consignments

S. H. Miller Grain Co.

Kansas City

Missouri

FEDERAL GRAIN CO.

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Kafir and MiloOperators 1,500,000 BU.
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U. S. A.**A. C. DAVIS GRAIN CO.**

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Mill Orders a Specialty

Consignments and Future Orders Solicited

KANSAS CITY, U. S. A

**TRY
FULLER GRAIN CO.**

Consignments

Service

Kansas City, Mo.

St. Joseph, Mo.

CONSIGN**Ernst-Davis Com. Co.**

Kansas City

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St. Louis Merchants Ex.**Simonds-Shields-Lonsdale
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R. J. THRESHER GRAIN CO.

Successors to THRESHER FULLER GRAIN CO.

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Grain Bought and Sold for Future Delivery

311-314 Board of Trade, KANSAS CITY, MO.

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Consignments—Futures

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Branch Offices: Atchison, Kansas—Denver, Colorado

Members: Kansas City, Chicago, St. Louis, Atchison and Denver Exchanges

Chamber of Commerce
Members**BALTIMORE**Chamber of Commerce
Members

Receivers, Shippers, Exporters

H. C. JONES & CO.
BALTIMORE

Grain and Hay

Consignments or Direct Purchases

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Commission Merchants

Grain Receivers and Shippers

In the Market every day

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GILL & FISHER

Grain Receivers and Shippers

BALTIMORE

Chas. England & Co., Inc.

GRAIN—HAY—SEEDS

Commission Merchants

308-310 CHAMBER OF COMMERCE
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Consignments

Baltimore Maryland

Established 1900

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COMMISSION

Grain and Hay

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Produce Exchange
Members

TOLEDO

Produce Exchange
Members

JOHN WICKENHISER & CO.

Wholesale Grain Dealers
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Solicit Consignments of Grain and Clover Seed,
Members Toledo Produce Exchange and Chicago
Board of Trade

Clover Seed

International Game, played in Toledo, Ohio.
Providence does dealing. When "Seedy" favor

C. A. KING & CO.
Like Billy Sunday they deal in cash and futures.

There is great satisfaction in trusting your
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to a firm you KNOW to be RELIABLE,

1887 **H. W. DEVORE & CO.** 1921
TOLEDO - OHIO

Grain Shippers

and in fact all grain men who are
wide awake and on the alert to
get onto all the ins and outs of the
grain business, subscribe for and
read the Grain Dealers Journal.

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MARFIELD GRAIN CO.

MINNEAPOLIS, MINN.

Receivers and Shippers

SHEFFIELD ELEVATOR COMPANY

MINNEAPOLIS

GRAIN SHIPPERS

Ask for Samples of Milling Wheat, Feed and
Milling Barley

WRITE FOR QUOTATIONS

Cereal Grading Co.

GRAIN MERCHANTS

We buy, sell, store and ship
all kinds of grain. Get our
offers, or try us with your
consignments.

LIBERAL ADVANCES

Operators of Elevator "R"

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MILWAUKEE

EFFICIENCY is our watchword; SATISFACTION your reward

SHIP TO CARGILL

"You can't do better; You might do worse."

CIPHER CODES

We carry the following cipher codes in stock
and can make prompt delivery.

Universal Grain Code, board cover...\$1.50
Universal Grain Code, flexible leather 3.00
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Your name in gilt letters on front cover,
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GRAIN DEALERS JOURNAL

309 So. La Salle St. Chicago, Ill.

CORN -- OATS -- BARLEY -- RYE

For Prompt Shipment in any Quantity

**The VAN DUSEN-
HARRINGTON CO.**

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COMMISSION MERCHANTS

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Peoria offers a strong outlet for
NEW CORN

W. W. DEWEY & SONS

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33-35 BOARD OF TRADE, PEORIA, ILL.

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18 BOARD OF TRADE, PEORIA, ILL.

**P. B. and
C. C. Miles**

Established - 1875
Incorporated - 1910

Peoria, Illinois

Handling Grain on Commis-
sion Our Specialty

NEW ORLEANS
THERE'LL BE A HOT TIME AT
NEW ORLEANS

Turner-Hudnut Company

Receivers **GRAIN** Shippers

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Special Wire and Salesman Service

LAMSON BROS. CO.**WHEAT, CORN
OATS, RYE**

No. 6 Board of Trade, Chicago, Ill.

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SOLICITEDWE PLACE
GRAIN TO ARRIVE**JOHN E. BRENNAN & CO. GRAIN and SEEDS
COMMISSION MERCHANTS CHICAGO****HENRY RANG & CO.**Commission Merchants
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Want an Elevator?Then consult the "Elevators
for Sale" columns in this issue
of the Grain Dealers Journal.**Henry H. Freeman & Co.**

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GRAIN HAY STRAW

66 BOARD OF TRADE, CHICAGO

BARTLETT FRAZIER CO. GRAIN MERCHANTS
Western Union Bldg.
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SHIP US THAT NEXT CAR

Harris, Winthrop & Co.15 Wall Street, New York
The Rookery, Chicago**GRAIN COMMISSION**

Members of Principal Exchanges

GERSTENBERG & CO.COMMISSION MERCHANTS
GRAIN and SEEDS

Barley a Specialty

Personal attention given
Sample Orders

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327 S. La Salle St., CHICAGO**E. W. BAILEY & CO.**

Commission Merchants

Receivers and Shippers of

GRAIN, SEEDS, PROVISIONS

72 Board of Trade, CHICAGO

For Best Results
CONSIGN**ReQua Brothers**

Board of Trade, CHICAGO

W. M. TIMBERLAKE, Mgr. Cash Grain

If You Havethe interest of your mar-
ket at heart, support it
earnestly, help to adver-
tise it thoroughly and
above all do not convey
the impression that it is
an indifferent market by
giving it 30 cents worth
of advertising.**Clark's Double Indexed Car Register**

for car lot dealers

Is a record book designed to afford ready reference to the record of any car number. Facing pages 11x15½" of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So that the required number can always be instantly found if properly entered.

Form 40 contains 42 pages, bound in heavy canvas covers with spaces for registering 13,200 cars. Price, \$2.00. Weight 1¾ lbs.

FORM 42 contains 72 pages, bound in art canvas covers with spaces for registering 21,600 cars. Price, \$3.00. Weight 2¾ lbs.

Grain Dealers Journal, 309 So. La Salle St., Chicago, Ill.

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Members

CHICAGO

Board of Trade
Members

WE WANT YOUR BUSINESS
NOT LATER—BUT TODAY
Especially Consignments
GRAINS ALL WAYS

McKENNA & DICKEY
60 Board of Trade, Chicago

POPE & ECKHARDT CO.
GRAIN and SEEDS
111 W. Jackson St. CHICAGO

J. Rosenbaum Grain Co.
Grain Commission Merchants
CHICAGO

J. C. SHAFFER GRAIN CO.
Grain Merchants
111 W. Jackson Boulevard
Chicago, Ill.

Rosenbaum Brothers
Grain Merchants
Board of Trade Chicago, Ill.

BUYERS AND SELLERS
of Grain Elevators. You can make your wants
known quickly by advertising in the "Elevators
for Sale and Wanted" columns.

NASH-WRIGHT GRAIN CO. Commission Merchants
Telephone Harrison 2379
66A Board of Trade Bldg. CHICAGO

CARHART CODE HARWOOD CO.
Grain Commission
Board of Trade CHICAGO

HITCH & CARDER
COMMISSION MERCHANTS
Members Chicago Board of Trade
Webster Bldg., 327 So. La Salle St., CHICAGO, ILL.
Tel. Wabash 6584

ARMOUR GRAIN COMPANY
GRAIN MERCHANTS
Manufacturers of
ARMOUR'S STOCK AND DAIRY FEEDS AND CEREAL PRODUCTS
208 So. La Salle Street, Chicago, Ill.

FOR BEST RESULTS SHIP YOUR GRAIN AND SEEDS TO
J. H. DOLE & COMPANY
RECEIVERS AND COMMISSION MERCHANTS
327 South La Salle Street CHICAGO, ILL.

RUMSEY & COMPANY
COMMISSION MERCHANTS
Board of Trade Chicago, Illinois

THE UPDIKE GRAIN COMPANY
"The Reliable Consignment House"
CHICAGO OMAHA KANSAS CITY MILWAUKEE SIOUX CITY

THE CORN EXCHANGE NATIONAL BANK Of Chicago

Capital and Surplus Fifteen Million Dollars

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Foreign Exchange — Letters of Credit — Cable Transfers

Accounts of Grain Merchants Invited

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CAIRO

Board of Trade
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CORN

Halliday Elevator Company
GRAIN DEALERS
CAIRO, ILL.

OATS

SALINA KANSAS

Salina's location, geographically, is a potent reason why the city has become a prominent grain market and milling center. Located on the main line of the Missouri Pacific Railroad, it is reached by four other roads as well, the Rock Island, Union Pacific, Santa Fe and Salina Northern.

These excellent shipping facilities, together with the excellent quality of milling wheat produced in this section, should induce you to make desirable connections with any of the following firms, all

SALINA BOARD OF TRADE MEMBERS

Weber Flour Mills Corp.

Millers, Exporters, Grain Dealers.

Freeman-Faith Grain Co.

Receivers and shippers.

The Paul Bossemeyer Grain Co.

Merchandisers of Milling and Export Wheat.

Service Grain Co.

Grain, Feed and Grain Products.

E. L. Rickel—Grain

Receiver and Shipper.

John Hayes Grain Co.

Always in the market.

Corn Exchange
Members

BUFFALO

Corn Exchange
Members

Electric
Consignment
Service

A reliable service designed to meet the requirements of shippers to the Buffalo Market. We solicit your shipments.

**ELECTRIC
GRAIN ELEVATOR
CO., BUFFALO**

Ship Us Your
Corn, Oats and Wheat

Regardless Of Its Condition

We operate the Superior Elevator equipped with all modern machinery for handling grain

PRATT & CO.

OPERATORS OF

SUPERIOR ELEVATOR

910 Chamber of Commerce, Buffalo, N. Y.

**A. W. HAROLD
GRAIN BARLEY A Specialty**

717 Chamber of Commerce

BUFFALO, N. Y.

Merchants Exchange
Members

ST. LOUIS

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PICKER & BEARDSLEY COM. CO.

"THE CONSIGNMENT HOUSE OF ST. LOUIS"

GRAIN, HAY, GRASS SEEDS, KAFIR, MILO

125 MERCHANTS EXCHANGE BLDG.

ST. LOUIS, MO.

Nanson Commission Co. GRAIN, HAY and SEEDS

202 Merchants Exchange Bldg., ST. LOUIS, MO.

**MARSHALL HALL
GRAIN CO.**

ST. LOUIS

Receivers, Shippers
and Exporters of

Grain

Established 1877

Langenberg Bros. Grain Co.

St. Louis

New Orleans

**This space
is yours**

If you are the first to apply for it.

Clark's Car Load Grain Tables

Eighth edition, revised and enlarged, shows the following range of reductions of pounds to bushels by fifty pound breaks.

20,000	to	107,950	lbs.	to	32	lb.	bushels
20,000	"	74,950	"	"	34	"	"
20,000	"	96,950	"	"	48	"	"
20,000	"	118,950	"	"	56	"	"
20,000	"	118,950	"	"	60	"	"

Pounds printed in red ink; bushels in black. Linen ledger paper reinforced with muslin, bound in flexible karatol, marginal index. Price \$2.50.

GRAIN DEALERS JOURNAL
309 So. La Salle Street CHICAGO, ILL

A PARTNER

HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain trade's accepted medium for "wanted" and "for sale" ads.

RECEIVERS, SHIPPERS AND BROKERS

YOU'VE GOT A DATE

In New Orleans - - Oct. 2nd - 3rd - 4th

The G. D. N. A. Convention promises to be well worth while—in several ways!

During your visit, we trust you will accept our cordial invitation to make our offices your headquarters! We anticipate the pleasure of serving you!

The W. L. Richeson Co., Inc.

*Export Shipping for Account of Principals
Throughout the World*

FREIGHT BROKERS AND FORWARDERS

1317-1326 Hibernia Bank Bldg., NEW ORLEANS

Montreal Representatives:
Montreal Grain & Shipping Corp.

NEW YORK OFFICE:
Produce Exchange

Galveston Representatives:
Dallas Representatives:
Adlof, Judkins & Co.

L. C. BUTTON CO.
510-511 Grain Exchange SIOUX CITY, IOWA
**General Grain and
Commission Business**
USE US

SWIFT GRAIN CO.
Murphy Building
Detroit, Michigan
Consign or Ask Us for Bid

E. E. Delp Grain Co.
Elevator and Mills—Bourbon, Indiana
Eastern Office, Philadelphia, Pa.

Des Moines Elevator & Grain Co.
Terminal Elevator Capacity 700,000 Bu.
We specialize in Oats and High Grade
Corn, Oats sacked for Southern Trade.
HUBBELL BLDG. DES MOINES, IOWA

MATTHEW D. BENZAQUIN
GRAIN AND FEED
Brokerage and Commission
DOMESTIC and EXPORT
505 Chamber of Commerce Boston, Mass.

RICHARDSON BROS.
BROKERS
WANT OFFERS
GRAIN FLOUR MILL FEED
Delivered Philadelphia
Either Export or Domestic
The Source

CROWELL ELEVATOR COMPANY
Receivers and Shippers
GRAIN
Consignments Solicited
OMAHA

Solicit inquiries for Natural and Kiln
Dried Corn, Country White Oats
E. A. GRUBBS GRAIN CO.
Greenville, Ohio

E. I. BAILEY
CLEVELAND, OHIO
Receiver and Shipper of
Corn, Oats, Mill Feed
Ask for Prices

E. Stockham Grain Co.
CONSIGNMENTS
Every Car Gets Personal Service
Omaha, Nebr.
WRITE US YOUR OFFERS

CONSIGN
WHEAT - CORN - OATS
—TO—
DUMONT, ROBERTS & CO.
626-8 Murphy Building, Detroit, Mich.
"The top 'o the market to you"

TAYLOR & PATTON CO.
Terminal elevator capacity
250,000 bushels. Buyers and
shippers of Corn and Oats.
DES MOINES - IOWA

SOME GRAIN DEALERS have realized a fortune from the offerings others overlooked. Our advertising pages as well as our reading matter columns present real opportunities to alert readers. Better keep your eyes open and look around as the entire contents of the Journal are prepared especially for you.

Save Man Power!

Have you ever estimated the time and energy used up by workmen running up and down stairs, instead of taking an elevator?

A little observation at the stairway may reveal an unsuspected opportunity for eliminating a big waste of man power in your elevator. The time and energy used in stair climbing a dozen or more times a day per man means that much less productive work.

Without exception elevators using Humphrey Elevators obtain a direct and considerable reduction in operating expenses. Besides, increased efficiency is a natural result of the ease with which men can report from floor to floor.

Humphrey Elevator

Note these features—Electric Silent Chain Drive; driving mechanism a self-contained, compact unit, enclosed and running in oil bath; Humphrey Patented Automatic Stop; instant control; self operating. With the complete instructions given, any good mechanic can install the Humphrey.

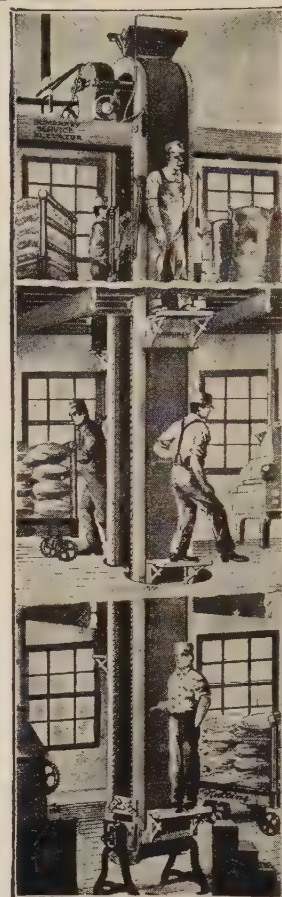
Let us show you how this dependable passenger and freight carrier can save you money. Write for full information:

Representatives in Principal Cities

Humphrey Elevator Company

1129 Division St., Faribault, Minn.

There is ONLY ONE GENUINE Humphrey Elevator



HELICOID CONVEYOR

CONTINUOUS flights (without laps or rivets), and heavier flights on larger pipe, make Caldwell Helicoid Conveyor by far the best on the market. It is the recognized standard conveyor of this type.

The price is no more than for ordinary screw conveyor.

H. W. CALDWELL & SON CO. LINK-BELT COMPANY, OWNER

Dallas, Texas, 709 Main Street—Chicago, 17th Street and Western Avenue—New York, Woolworth Bldg.

CALDWELL



WHAT DO YOU NEED?

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books	Grain Tables
Attrition Mill	Lightning Rods
Bag Closing Machine	Magnetic Separator
Bags and Burlap	Manlift
Bearings { Roller	Moisture Tester
Belting { Ball	Mustard Seed Separator
Bln Thermometer	Oat Bleachers and Purifiers
Boots	Oat Clipper
Buckets	Oat Crusher
Car Liners	Pneumatic Conveying Equipment
Car Loader	Portable Elevator
Car Mover	{ Oil Engine
Car Puller	{ Gas Engine
Car Seals	{ Motors
Cleaner	Power Shovel
Clover Huller	Radio Equipment
Coal Conveyor	Railroad Claim Books
Corn Cracker	Renewable Fuse
Conveying Machinery	Sample Envelopes
Distributor	Scales
Dockage Tester	Scale Tickets
Drain Circulating Pump	Scarifying Machine
Dump	Self-Contained Flour Mill
Dust Collector	Separator
Dust Protector	Sheller
Elevator Brushes	Sliding-Roofing { Asbestos
Elevator Leg	{ Steel
Elevator Paint	Silent Chain Drive
Feed Mill	Speed Reduction Gears
Fire Barrels	Storage Tanks
Fire Extinguishers	Spouting
Friction Clutch	Testing Apparatus
Grain Driers	Transmission Machinery
	Transmission Rope
	Waterproofing (Cement)

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

Information Bureau

Grain Dealers Journal, 309 So. La Salle St., Chicago

Consult us about Grain Drying

ANY concern which has devoted more than a quarter-century to the designing, building and marketing of grain handling and milling machinery, can make recommendations based on facts.

Both large and small elevators throughout North America have taken profitable advantage of our many years' experience in building and installing **Morris Grain Driers**. The wide use of Morris Driers is due to the perfect results they insure. This equipment receives your grain in any state of wetness and delivers it at the desired degree of dryness—automatically, uniformly and in perfect condition. The

Morris Grain Drier

is made in standard and special designs, in capacities of from 50 to 1600 bushels per hour.

Furthermore, the Morris Grain Drier is designed to meet special, individual requirements. The heat used, for example, may be either steam or direct. It may also be used to heat the building and diverted to the drier when necessary.

The entire subject of grain drying is completely covered in our special fifty-six page book on the Morris Automatic Grain Drier. Write today for your copy.

The Strong-Scott Mfg Co.
Minneapolis Minn. Great Falls Mont.

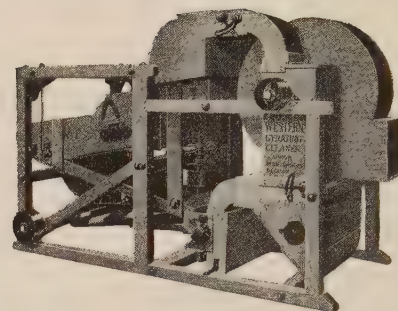
Everything for Every Mill and Elevator



If You Want GRAIN ELEVATOR MACHINERY Shellers and Cleaners



We
Have
The



WESTERN LINE

Let us figure on your requirements

Write for Catalog No. 27

Union Iron Works - Decatur, Illinois

Manufacturers Complete Line of Elevator Equipments

IN considering the purchase of a Cleaner you are sure to ask yourself Will It Pay?

You can be assured that it **will pay** if you buy a "Standard" which is equipped with our Patented Blast Regulator, Automatic Traveling Brushes and Force Feed Hopper all of which result in making them the efficient machines they are recognized to be by any number of satisfied users.

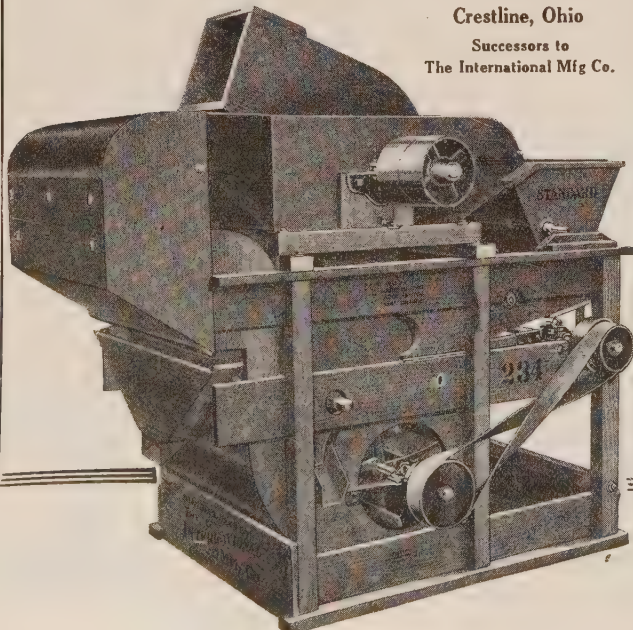
Our line comprises machines suitable for cleaning any kind of grain or seed.

Write for our latest catalogue of twenty-four different styles with prices.

THE BURCH PLOW WORKS CO.

Crestline, Ohio

Successors to
The International Mfg Co.



ACCOUNT BOOKS FOR GRAIN DEALERS

GRAIN RECEIVING BOOK Form 12 AA is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8 1/4 x 14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 160 pages or spaces for records of 6,500 loads. The book is well printed, ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2 1/2 lbs.

GRAIN SHIPPING BOOK Form 14 AA is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10 1/4 x 16 1/2 inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial. Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of 2,250 cars, is printed on linen ledger, well bound in heavy canvas covers with keratol corners. Weighs 4 lbs.

COMPLETE SET FOR \$6.25

GRAIN DEALERS JOURNAL

309 So. La Salle Street, Chicago.



New Marine Leg for the Board of Commissioners of the Port of New Orleans Public Grain Elevator

In 1917 when the Board of Commissioners built the 2,600,000 bushel elevator at the port of New Orleans, WEBSTER GRAIN ELEVATOR EQUIPMENT was installed. Again in 1921 when additional machinery was necessary to handle the increase business WEBSTER EQUIPMENT was specified.

WEBSTER MACHINERY in this elevator, as well as in many of the largest grain elevators of this country, gives proof that it stands the test of service. It is good machinery built to a quality standard.

Let our organization select suitable equipment to meet your particular requirements.

THE WEBSTER MFG. COMPANY
4500-4560 CORTLAND ST., CHICAGO

Factories-Tiffin, O. and Chicago - Sales Offices in Principal Cities

MOHAWK



RUBBER BELTING

For many years the **Standard Belting** for elevators.

Specify this belting when contracting to build or remodel.

Demand it when ordering direct.

The Gutta Percha & Rubber-Mfg. Co.

301 W. Randolph St.

CHICAGO

New York, Boston, Philadelphia, San Francisco, Seattle

Improved Duplicating Grain Tickets

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and a ticket for the hauler. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 $\frac{3}{4}$ inches. The 125 duplicates are printed on manila but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

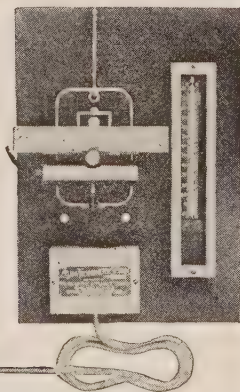
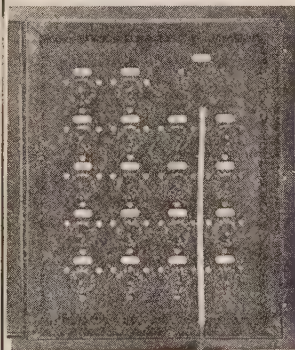
Form 19GT Duplicating (250 pages) \$1.50

Form 19GT Triplicating (375 pages) 2.00

Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.



The "ZELENY" Protects Your Grain

It is a simple device for testing the condition of grain stored in bins or tanks by giving at all times the accurate temperature of the grain, not merely at the bottom and the top of the bins but at intervals of five feet up through the bins. It saves you money by eliminating unnecessary turning of grain, which entails shrinkage, time, labor, power and wear on machinery; prevents bin-burned grain; increases working capacity of plants by saving time.

Further data will be furnished on request.

Western Fire Appliance Works

542 S. Dearborn St.

CHICAGO

A Few Zeleeny Installations

Cargill Grain Co.
Pillsbury Flour Mills
Bartlett Frazier Co.
Udlike Grain Co.
Armour Grain Co.
Larabee Flour Mills
New Orleans Public Elevators
Maney Milling Co.
Buckeye Cotton Oil Co.
Red Star Milling Co.

Direct Reduction Grain Tables In Frames

Direct Reduction Grain Tables

32 lbs. per bushel - OATS

32

48

56

60

70

75

This box frame contains six cards with marginal indexes, giving reductions of any number of pounds from 600 to 6,590 by 10-pound breaks. For Oats and Cotton Seed at 32 lbs.; Barley, Buckwheat and Hungarian, 48 lbs.; Shell Corn, Rye and Flaxseed, 56 lbs.; Wheat, Clover, Peas and Potatoes, 60 lbs.; and Ear Corn, 70 lbs. and 75 lbs. to the bushel. Pounds are printed in bold face type, and reductions to bushels are shown directly beside the corresponding pounds, which can be easily read.

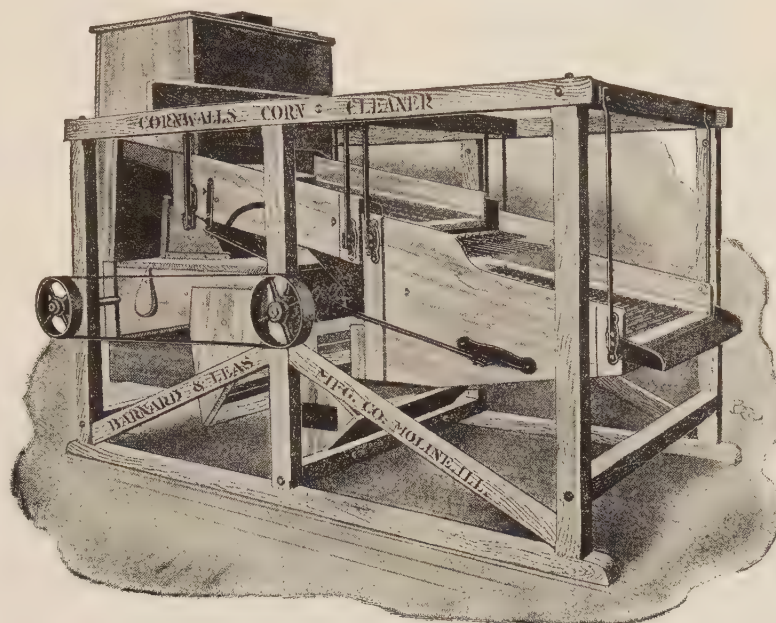
The frame is of basswood with glass front and box is slotted at the right side to permit the table wanted to be placed next to glass. Each card protrudes beyond the frame with the reduction printed in large type on the marginal index. Size, 12 $\frac{1}{2}$ x13 $\frac{1}{4}$ inches. Supplied with two screw-eyes ready for hanging.

Order Form 3275DRF. Price, complete, \$2.50. Weight, 3 lbs. The six cards of this set may be obtained without box frame for \$1.00.

Grain Dealers Journal

309 So. La Salle Street

Chicago, Ill.



30 Years' Continuous Service and Still Going Good

Such remarkable records of service now being reported to us by users is proof positive that the Barnard-Cornwall Corn Cleaner, shown above, with its Patented Finger Sieve to prevent choking is the Best, most Durable and Economical Corn Cleaner on the market today.

It can be used not only as a corn cleaner, but as a first cleaner for other kinds of small grain such as wheat, oats, barley, etc., by changing the sieves, which makes it a very good receiving separator.

When desired it can be constructed with a cockle or sand sieve for removing mustard and other small seeds, sand, etc.

The machine is dustless, light running and durable, never clogs, saves the screenings for feed and cleans the grain thoroughly in one operation.

Let us quote on your requirements. We have been building corn shellers and cleaners for sixty-two years, and make a style and size for every corn and feed mill requirement.



BARNARD & LEAS MFG. CO.

**MILL BUILDERS AND
MILL FURNISHERS**

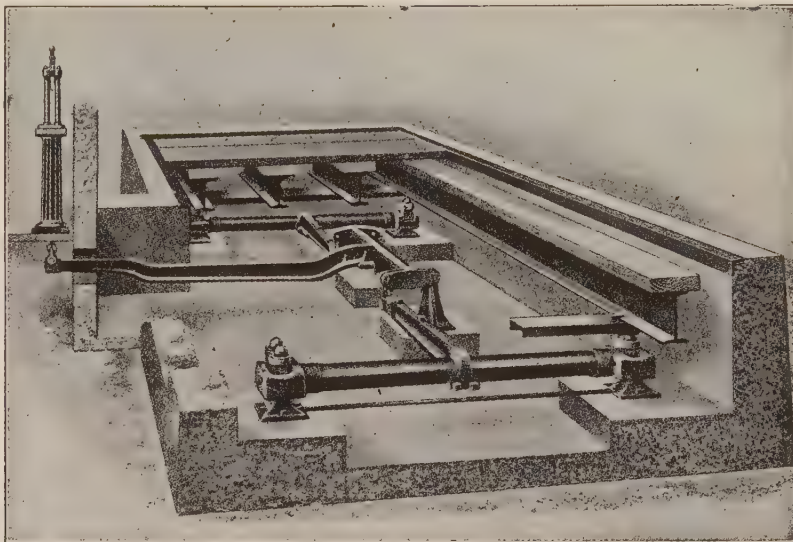
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



Howe Ball Bearing Auto Truck and Wagon Scales

The cut below shows our **Special 10-Ton Auto Truck and Wagon Scale** for Country Elevators and Coal Yards. Platform 16x8 and Full **Heavy Steel Four I Beam Construction**, with Angle Iron Outside Frame.

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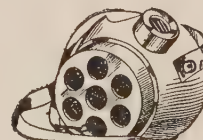
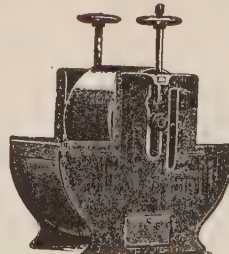
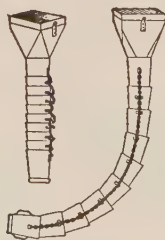
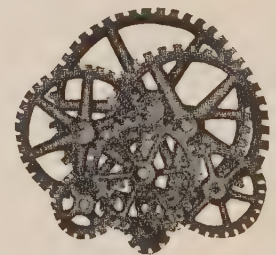


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Over **200** of these Special Scales sold in Nebraska and Iowa in 1920. Send for this list. Write users and get their opinions of this **Special Scale**.



Minneapolis V Buckets
Salem & Empire Buckets, Large Stock

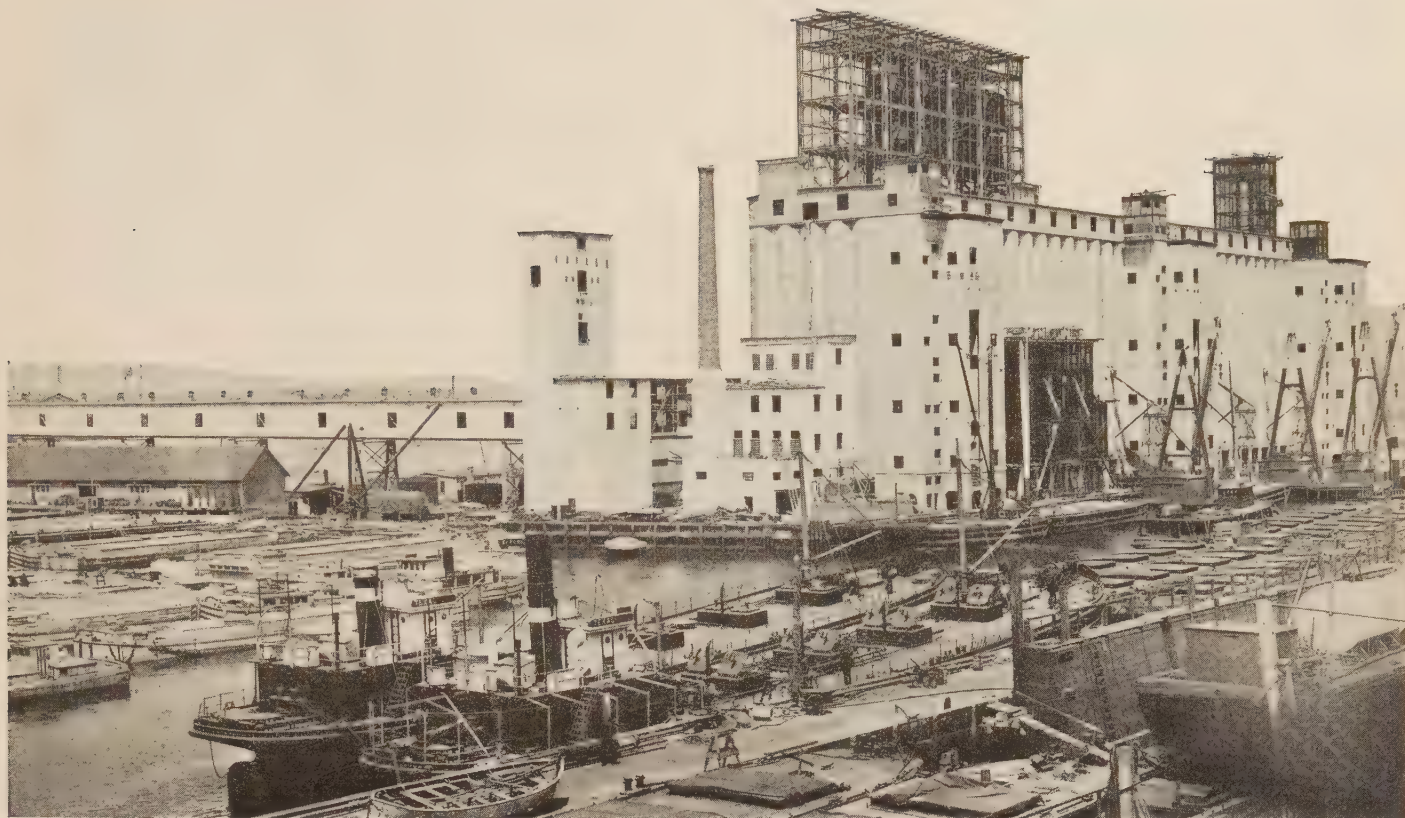


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Complete stocks of all kinds of Pulleys, Belting, Sprockets, Loading Spouts, Grain Spouting and everything for a complete elevator. Write us.

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New York Barge Elevator, Gowanus Bay, Brooklyn, N. Y.

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Whether you are a builder, grain elevator superintendent or the grain man who pays for the finished job, take a lesson from Gowanus Bay. Men whose life's work is the study of grain elevator design, construction and operation, after careful study specified Morse Drives.

Morse Silent Chain Drives are designed with the Morse rocker joint, and Morse engineers know the problems of grain elevator operation.

Write for booklet descriptive of Morse Drives for grain elevators.

You can profit by the lesson of Gowanus Bay.



For Efficiency sake make sure your builder has specified Morse Drives.

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MORSE ENGINEERING SERVICE

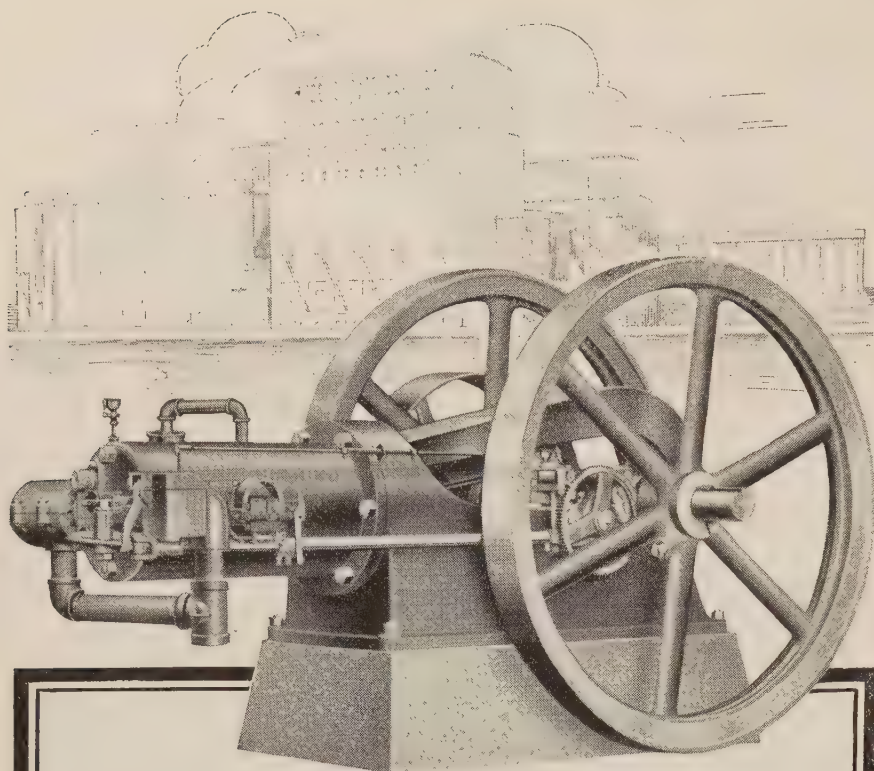
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ATLANTA, GA.....Earl F. Scott & Co., 702 Candler Bldg.
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Elevator concerns can safeguard their investment to a large degree by depending upon a Worthington engine to furnish power.

Worthington engines are well known in the elevator field. They are earning an enviable record for steady, dependable, economical service among the most exacting users of labor saving equipment. They are built for hard work—to stand up year after year in service that would soon wear out an ordinary engine.

Troublesome and costly shut-downs rarely occur when a Worthington engine supplies the power.

Write today for Bulletin A-1, containing prices and other information.

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The Worthington nameplate on any piece of machinery is a guarantee of quality. The product has been on the market 80 years.

In addition to the industrial type of engine, Worthington manufactures a complete line of hopper cooled engines 1½ to 15 H. P. for farm and general service, and also oil and gas engines up to 4000 H. P. for every service.

We handle a complete line of pumping engines, pump jacks, feed mills, etc. Worthington Slow-Speed Direct Connected Power and Lighting Plant is the latest addition to the line.

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Reasonable deliveries can be made on orders placed now.

Know with whom you are dealing. Ask any Board of Trade firm about us.

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(Formerly Charles A. Nash, Inc.)

Franklin 1085

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CLARK'S GRAIN TABLES FOR WAGON LOADS (Thirteenth Edition)

The best and most complete edition of these popular reduction tables ever issued. It contains 12 grain tables and two pages of freight tables all printed from heavy-faced type in two colors on heavy tough Manila stock. It is reinforced at back with cloth. Marginal index for quickly finding table wanted.

All reductions are complete on one page. It has a range from 100 to 4,090 lbs. on 10-pound breaks. The table shows the following reductions: Oats at 32 lbs., 33 lbs. and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Barely at 50 lbs. Shelled Corn, Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu.

Freight table shows rate per bushel at 60, 56, 48 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 31½ cents in ½ cent rises.

Order Form 4090 WL. Price 60 cents.

GRAIN DEALERS JOURNAL

205 S. La Salle Street

Chicago, Ill.

AFFIDAVIT OF WEIGHT

This form is used to make a sworn statement of the amount of grain loaded into a car.

Fifty affidavits in duplicate are bound into a book, size 5¼x8½ inches, printed on bond paper, with manila duplicates and two sheets of carbon, well bound in press board. Originals are machine perforated so they may be easily torn out. Each blank contains the following information:

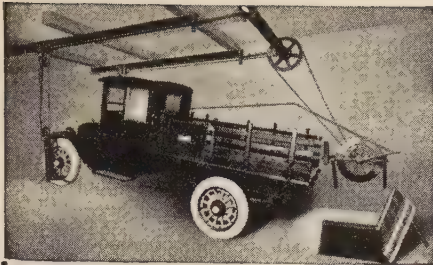
....., being duly sworn, on his oath, says that on the day of 192...., he, acting as agent for at in the State of carefully and correctly weighed draughts on Hopper, Automatic, Wagon, Track Scales amounting to lbs. equal to bushels of No. and loaded direct or thru bin to car No. Initial for shipment to Messrs at in the State of and that said car was in condition and properly sealed when delivered to the Railroad; with space for notary public.

Order Form 7AW, weight ½ lb. Price 75 cents.

GRAIN DEALERS JOURNAL

309 So. LaSalle St.

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McMillin Wagon and Truck Dump

The McMillin Wagon and Truck Dump fills the requirements of the Elevator and Mill operator who have a small sink and limited space for installing a dump.

This dump requires no space on the floor, since it has no connection with the floor, and all that is necessary is an opening or dump door for the sink.

All parts are overhead excepting the control winch through which the power is transmitted and reduced, either by hand or from separate motor, or other machinery.

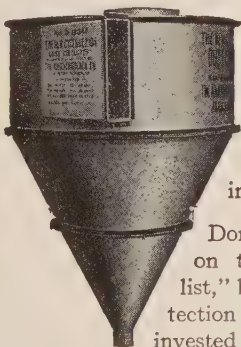
Durable and practical. Dumps any vehicle from the shortest wagon to the longest truck.

Shipped on trial.
Fully Guaranteed.

For further particulars address

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**WHEN EVERY AGENCY FOR
SAFETY OPERATION SAYS
"DO AWAY WITH DUST"
IT'S TIME THAT YOU LIS-
TENED TO REASON—**



The hundreds of thousands of dollars lost through dust explosions would equip every elevator in the country.

Don't be the next on the "Blow up list," but for the protection of the money invested in your business investigate our product.

**The New "1905"
Cyclone Dust Collector**

THE FACTS ARE MIGHTY
INTERESTING

The Knickerbocker Co.
JACKSON, MICH.



Clean all your wheat with a **CARTER** DISC SEPARATOR

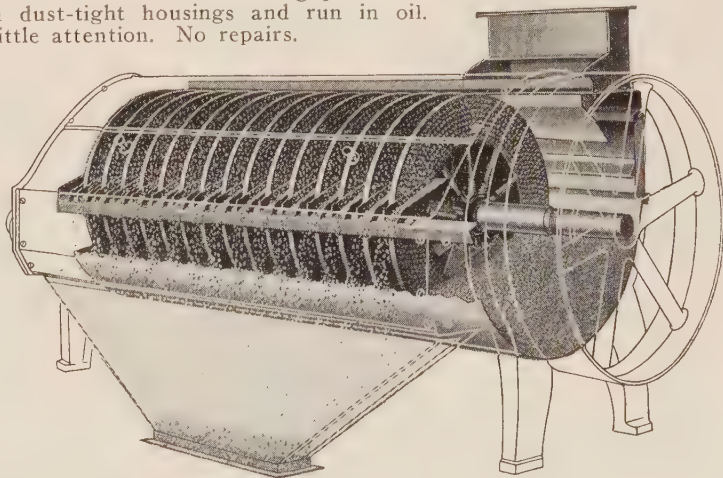
Without any loss of wheat in the tailings you can make a perfect separation of oats, barley and weed stems from wheat with the Carter Disc Separator.

This machine absolutely cleans wheat or oats to no dockage. The J. J. Badenoch Co., Chicago, writes:

"The Carter Disc Separator is by far the best machine we know of for separating wheat and oats. It makes a perfect separation. It is built to stand constant use. The cost of operation and maintenance is unusually low. It is very simple to operate and requires very little attention. A demonstration will convince any practical man as to its merits."

When used in your Main Stream after the Receiving Separator, the Carter, besides insuring dockage-free wheat at the least possible cost, also increases its test weight. The scouring action of the discs cleans off the fuzz. The result is a substantial increase in the weight per bushel.

The Carter does away with all sieves, brushes, shaker devices, dust-collectors. The few working parts run in dust-tight housings and run in oil. Little attention. No repairs.



Try the Carter at Our Expense

We will ship you a Carter Disc Separator suited to your needs. Then after a reasonable trial, if it is not satisfactory to you in all respects, you may return it at our expense. You can't lose on that proposition—unless you neglect to act on it! Write at once for full information.

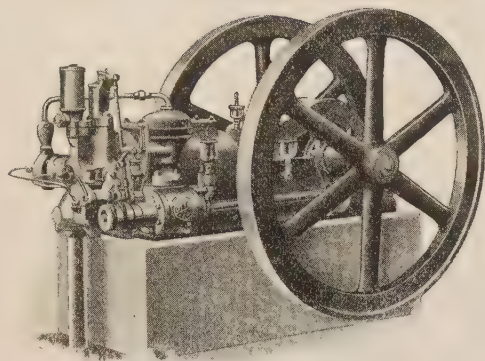
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Adapted for burning low grade inexpensive fuels.

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It's tramp iron like this that causes trouble—

Photograph shows pieces of iron and steel removed from grain by a Dings Magnetic Separator in a large mill. Any one of the pieces shown might have caused the destruction of the plant if it had reached crushers or grinders.

Stop the tramp iron —before it stops you

HOW are you guarding against fires and dust explosions? By carrying insurance? Insurance is all right; it is necessary, *but*—insurance never *stopped* a fire or an explosion.

Dings Magnetic Separators have. They remove every trace of iron from conveyed material—the iron that causes the sparks responsible for a large part of the elevator fires and explosions when it enters crushers and mills.

Magnetic elimination of tramp iron and fragments also prevents breakage of rolls, excessive wearing of grinding surfaces, damage of bolting cloth, and other expensive accidents.

Special separators made expressly for use in mills and elevators are described in a special bulletin. Ask for it.

DINGS

Magnetic Separator Co. • Specialists in ~

Magnetic Separation

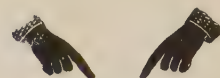
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Magnetic Separators are always on guard—they prevent explosions and fires.



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MUCH OF THIS LOSS can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

KENNEDY SYSTEM of car liners prevent leakage in transit and we make Car Liners for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost of same? We are confident this would demonstrate to you the efficiency and money saving merits of our proposition.

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Only One Way

to keep your business messages private and that is by using a grain code.

In selecting a code, you should avoid buying one so large you can't find what you want, or so small it don't cover the business.

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Is just the code you need; a small book, 150 pages, containing 14,910 words covering your line of business and no two spelled near enough alike to cause an error. Three or four of these words will convey a long message that you would otherwise hesitate to send for fear of going into bankruptcy and no one would know their meaning without the code.

The price is only \$3.00.

Code words for the new U. S. wheat and corn grades are included.

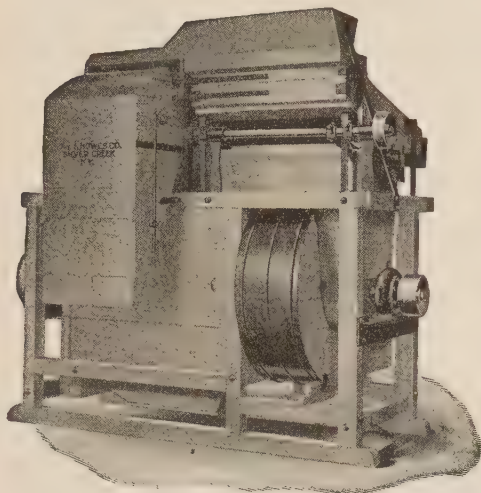
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Put Your Name

where every progressive grain dealer will see it and keep it there.

THAT IS IN THE

Grain Dealers Journal
OF CHICAGO



Reports indicate that there will be a great deal of

SPROUTED WHEAT and RUSTY OATS

Put these inferior grades through a
"EUREKA" Scourer-Clipper

and they'll look so good that an expert could not recognize them.

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Receiving and Shipping Set of Grain Books

Grain Scale Book Size of page, $10\frac{1}{2} \times 15\frac{3}{4}$ inches. This indexed receiving book is designed to meet the needs of dealers who want something better than the ordinary. Separate pages are given to each farmer and all are indexed so that their accounts may be instantly located. If so desired, it can be used as a grain journal, the two "L. F." columns providing for posting both debits and credits and entering the numbers of the ledger pages.

The book contains 252 numbered pages of high grade heavy linen ledger paper, each ruled for 41 wagon loads, thus having room for 10,332 loads, in addition to a 28-page index. Together with "Grain Shipping Ledger" it forms a complete set of books of high grade.

This book is bound in heavy red keratol back and corners with black cloth sides, and its name is stamped in gold leaf on the front cover. **Order Form 23. Price, \$4.50. Weight, 6 lbs.**

Grain Shipping Ledger. Size of page, $10\frac{1}{2} \times 15\frac{3}{4}$ inches. The Grain Shipping Ledger is the best shipping book money can buy, giving complete information regarding each shipment and the returns therefrom. Left hand pages show complete records of each shipment, while corresponding lines on right hand pages show details of the "Returns."

Each book contains 100 double pages of heavy linen ledger paper and a 16-page index, thus affording ample space for a large number of accounts. Each page is ruled for 60 entries, giving a total capacity of 5,000 cars to the book.

This double page form, combined with "Grain Scale Book" makes an excellent set of books for country dealers who want high grade material and workmanship as well as practical convenience. It is cloth bound with black keratol back and corners. "Grain Shipping Ledger" is stamped in gold leaf on front cover.

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Grain Dealers Journal

309 So. La Salle St.

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Designed for High Speed

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*We can furnish these buckets in all sizes
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FABRICATED STEEL PRODUCTS

We specialize on FABRICATED STEEL PRODUCTS and are equipped to furnish steel plate products such as tanks, hoppers, stacks, conveyors, chutes, pipe, elevator legs, coal mine equipment, cement and concrete sheet steel forms promptly. Let us estimate on your requirements.

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We are specialists in furnishing and erecting ROOFING & SIDING of galvanized, painted or zinc sheets, corrugated or formed. Our mechanics are experts—they know how. Let us figure on your erection, no matter where located.

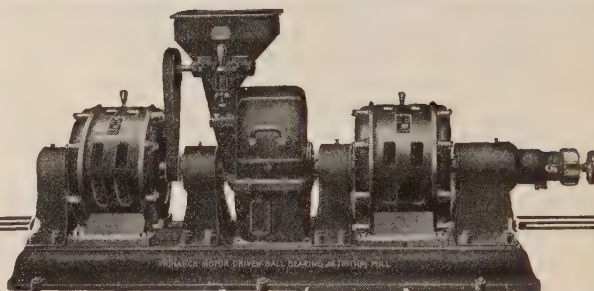
Our complete stock of galvanized, black, blue annealed sheet steel and zinc enable us to give immediate attention to all orders and inquiries received.

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THE iron, and steel, and bronze, and brass—high as they are in quality—are not the only factors that deserve credit for the paramount position of the Monarch Ball Bearing Attrition Mill.

A number of other vital elements go into the Monarch besides materials. In addition to materials, there are incorporated in this mill the best ideas developed by intimate contact with the feed grinding industry; advanced principles of mechanical engineering; excellence of work-

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These salient qualities combined, as they are, with first-rate materials, are certainly indicative of Monarch supremacy.

Ask for the booklet "Monarch Merit in the Eyes of Owners." Also ask for Catalogue D-120.

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The Monarch Mill Builders

MONARCH
BALL BEARING
ATTRITION MILL

KANSAS CITY OFFICE:
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The Priceless Thing

Some Millers will buy so-called Receiving Separators, Scourers, Packers, etc., that are little more than outward resemblances of the real article.

Invincible Machines Are a Whole Lot More Than Contrivances

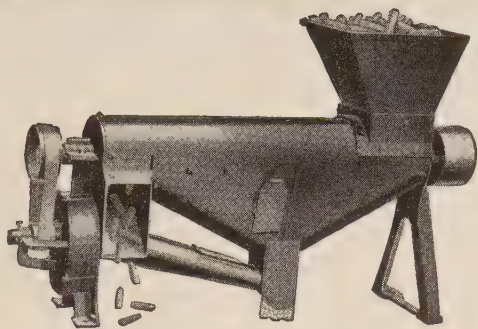
IT REQUIRED MANY, MANY YEARS' EXPERIENCE AND ENGINEERING TO PUT INTO THEM—THAT PRICELESS WORTH THAT CANNOT BE PHOTOGRAPHED

Any other machine is expensive if you pay as much as you could have purchased an INVINCIBLE for. Scores of Millers have learned this lesson.

PROFIT BY THEIR EXPERIENCE.

Another INVINCIBLE is the only machine that will work like an INVINCIBLE.

Invincible Grain Cleaners Company, Silver Creek, New York



Style A Triumph Corn Sheller

A GOOD SHELLER OF MODERATE CAPACITY

If you can use a Sheller that will properly shell 75 bushels of corn an hour; and if you want a good simple machine, you'll get just the sheller you ought to have in a Triumph.

Thousands of Triumph Shellers are at work in moderate sized mills and elevators both in this country and abroad, and every one of them is shelling corn properly and producing its share of profits.

We'll be glad to send you a copy of our new corn sheller circular. Just send us a postal or a letter asking for it.

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Main Office and Works: Cleveland, Ohio

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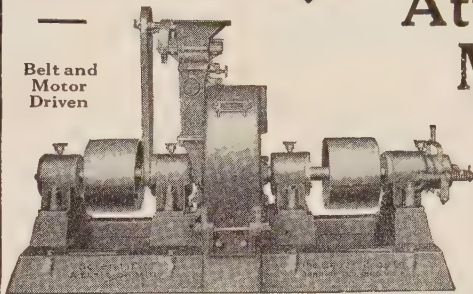
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"The Mill that Fills the Bill"

Heavy Duty

Attrition Mills

Belt and Motor Driven



Accessible Interior
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Safety Quick Release

The Bauer Ball-Bearing Motor-Driven Attrition Mill

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There is no good reason for experimenting with Grinding Machinery or grinding methods. Neither Method results in profits. Are you sure that you are making ALL the profit possible? Why not put the problem up to the Bauer Engineering Department? This service is FREE to ALL Millers. Take advantage of it.

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Springfield, Ohio

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Check bound, well printed. Shipping weight 3 lbs. Price \$1.15 f.o.b. Chicago.

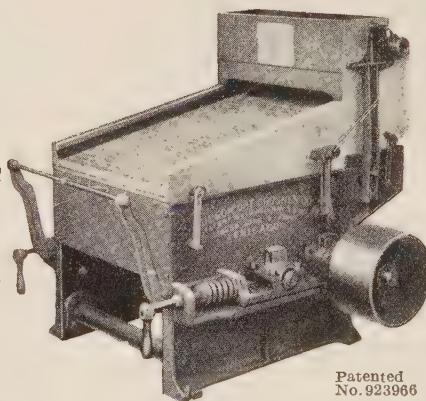
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309 So. La Salle St.

Chicago, Ill.

Cracked Corn

8000 pounds per hour
less than 2% meal
only 5 horse power



Patented No. 923966

It is being done every day on a

#18 Gibson Corn Cracker

You can prove it by trial—write for particulars.

Gibson Oat Crusher Co.

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1530 McCormick Bldg.

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JONES-HETTELSETER CONST. CO.

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Preliminary Sketches and Estimates,
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EFFICIENT ERECTING CO.

We make plans and build up-to-date
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FOR OVER THIRTY YEARS
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Corrugated or Flat—Galvanized or Painted



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Flour Mill and Elevator Machinery
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CONSTRUCTION CO.
CONTRACTORS GRAIN ELEVATORS
Mills and Warehouses
Especially Designed for Economy
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704 Terminal Bldg. LINCOLN, NEB.

THE RYAN CONSTRUCTION CO.

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We build Modern Fireproof Grain Elevators,
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SPECIAL ATTENTION GIVEN TO REPAIR WORK
Let Us Know Your Requirements

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Contractors, Designers and Builders of
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JOBBER IN MILL AND ELEVATOR SUPPLIES

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We can furnish and install
equipment in old or new ele-
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Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

Grain Receiving LEDGER

A book designed for use by Grain
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with farmer patrons. Is ruled for
facts regarding wagon loads re-
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Date, Article, Gross, Tare, Net,
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Credit and Remarks.

Each of its 204 pages of linen ledger
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Each page may be used for one or
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index is bound in front. Bound in
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Order Form 43.

Price, \$3.25

Grain Dealers Journal

309 So. La Salle St., CHICAGO, ILL.

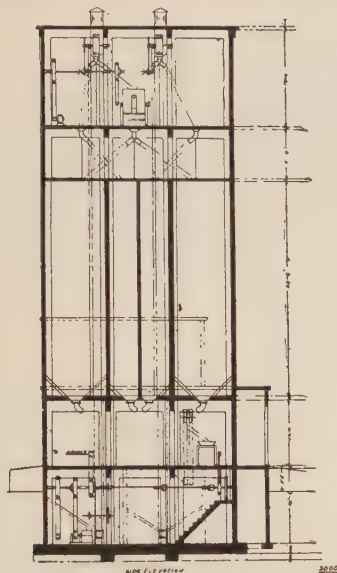
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Designer and Builder of
Fire proof GRAIN ELEVATORS

Certain Departments

in this number of the GRAIN DEALERS JOURNAL are especially interesting.
After you have read them, consider carefully whether you are not better off with
the twenty-four numbers of the Journal, on your desk, or the \$2.00 in your pocket.

GRAIN ELEVATOR BUILDERS



The care and study put into the design and construction of each Reliance Elevator assures the greatest economy in operation. Design No. 1000, side elevation of which is shown above, is especially adapted to the needs of the dealer requiring not over 20,000 bu. capacity. Write for particulars.

Reliance Construction Co.
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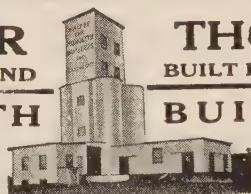
P. F. McALLISTER CO.
ENGINEERS AND CONTRACTORS
Grain Elevators, Driers, Coal Chutes
Wood or Concrete
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The Star Engineering Co.
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Specialists in Country
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327 South La Salle Street, CHICAGO, ILL.

ANOTHER THORO-BRED
DESIGNED AND BUILT BY
THE MONOLITH BUILDERS, INC.
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DESIGNERS AND BUILDERS OF
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149 California St. 53 W. Jackson Blvd. 90 West St.

Your Individual Needs
are respected when your elevator
is designed and built by
W. H. CRAMER CONSTRUCTION CO.
NORTH PLATTE, NEB.
Write for Details of Our System

Decatur Construction Co.
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OF GRAIN ELEVATORS
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HICKOK Construction Co. MINNEAPOLIS ELEVATORS

**SEND US
YOUR INQUIRY**

We have the most complete organization in the Northwest for the construction of

**GRAIN and COAL
ELEVATORS**

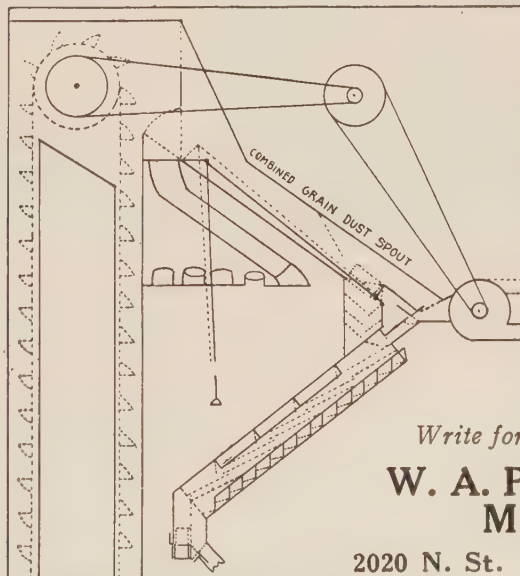
T. E. Ibberson Company
MINNEAPOLIS, MINN.

Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

Grain Dealers Journal

**COMBINED
Grain Cleaner and Dust Collector**



not only cleans, scours and conditions your grain, but permits you to keep your elevator free from dust. The fact that your grain can be worked before storing, with one elevation, and that the dust is not allowed to escape in your elevator, warrants your close investigation of this very efficient machine.

Write for descriptive literature

W. A. Petteys Elevator Machine Co.

2020 N. St. LINCOLN, NEB.

LEE PETERSON
Marion, Iowa
Contractor and Builder
ELEVATORS and MILLS
REPAIRING A SPECIALTY
Plans and Specifications Furnished

When you see it in the
JOURNAL
help us by saying so

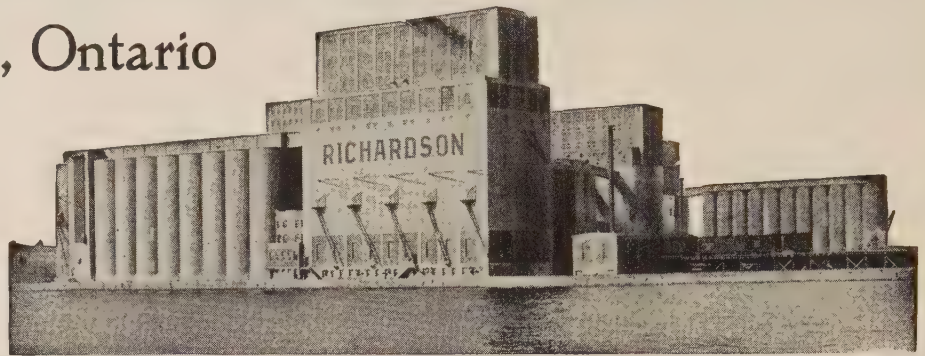
GROUP OF TERMINAL ELEVATORS BUILT RECENTLY BY US AT

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FOR

The Grain Growers' Grain Company,
Limited.The Saskatchewan Co-operative Elevator
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The James Richardson & Sons, Limited.

**THE BARNETT-McQUEEN
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Offices: Fort William, Ont., Duluth, Minn.
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Monarch Built Elevators

assure you economical design, first class work,
efficient operation and **SATISFACTION**

Let us submit Designs and Prices

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BUFFALO, NEW YORK



Pennsylvania Railroad Co.'s Terminal
Elevator at Erie, Pa. 1,250,000 storage
capacity, with marine leg, 25,000 bu. re-
ceiving capacity. All concrete, modern
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The Most Modern Elevator in the World

This is an aeroplane view of the Pennsylvania Railroad Company's new Northern
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5,000,000 bushels. This elevator is equipped with

Four Stewart Link-Belt Grain Car Unloaders

See them in operation and be convinced of their great
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James Stewart & Co., Inc.

Designers and Builders
GRAIN ELEVATORS
In All Parts of the World

Grain Elevator Dept., W. R. Sinks, Manager
1210 Fisher Building, Chicago, Ill.

*"We have built for many of your friends. Eventually we will
build for you. Why not now?"*



The New Orleans Public Elevator and Marine Leg

(Described on page 404 of this issue)

Built in its various units by our organization under repeat orders, speaks for our ability and efficiency to handle similiar work.

A. M. CRAIN
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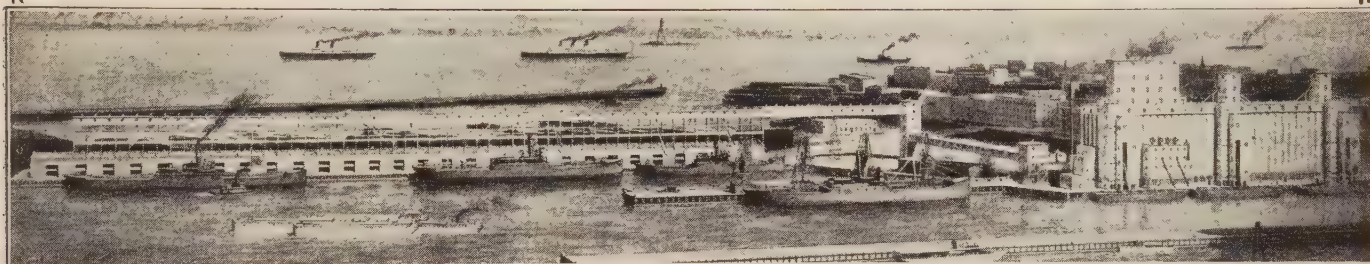
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FEGLS CONSTRUCTION COMPANY, Limited

Engineers, Contractors

General Offices

Minneapolis and Fort William



We have the following plants under construction, all fireproof and of advanced design. **The Best Is None Too Good for Owners Like These:** State of New York, Brooklyn, 2,000,000 bu. elevator and shipping galleries (illustration). State of North Dakota, Grand Forks, 2,000,000 bu. elevator and 3,000 bbl. mill. Archer-Daniels Linseed Co., Buffalo, ¼ million bu. elevator and a real marine tower. Pillsbury Flour Mills Co., Atchison, Kan. ¼ million bu. elevator—Finest milling elevator in America. N. M. Paterson & Co., Ltd., Ft. William, Ont., ¼ million bu. storage.



Buenos Aires Elevator Co.'s Terminal
Buenos Aires, Argentina

John S. Metcalf Co.

Grain Elevator Engineers

108 South La Salle St.
CHICAGO, ILL., U. S. A.

395 Collins Street
MELBOURNE, AUSTRALIA

54 St. Francois Xavier Street
MONTREAL, CANADA

Calle Maipu 639
BUENOS AIRES

Record of Cars Shipped

This double page form is designed especially for country shippers in keeping a complete record of each car of grain shipped from any station or to any firm, may be kept by themselves under the following column headings: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grade, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches, and contains 160 pages of edge paper 29 lines to each page, and has spaces for recording the foregoing facts regarding 2520 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. Price, \$3.00.

GRAIN DEALERS JOURNAL

309 S. La Salle Street, CHICAGO, ILL.

John K. Thompson Company

Engineers—Builders

**Grain Elevators, Feed and Flour Mills
Industrial Plants**

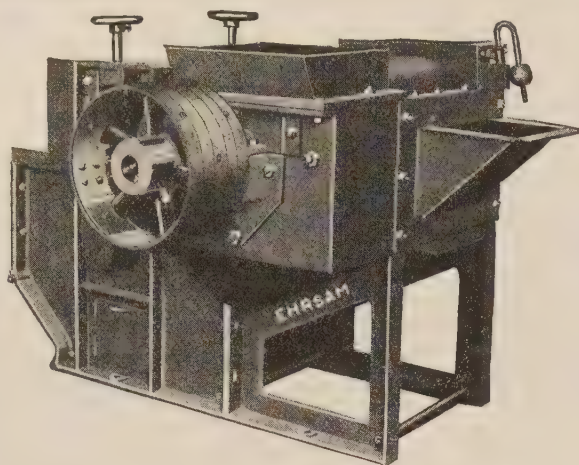
We have associated with this organization men with practical operating experience as well as men with technical training and construction experience.

This insures economic and efficient design, resulting in low operating cost.

We will be pleased to furnish preliminary plans and estimates or to help out with operating difficulties.

2816 So. Michigan Ave.

Chicago, Ill.



Combination Sheller and Boot

suitable for shelling snapped or husked corn. Corn and cobs discharge from sheller to boot.

Send for our catalog No. 22 showing Roller Feed Mills, Bolters, Corn Drags and our general line of mill and elevator supplies.

THE J. B. EHR SAM & SONS MFG. CO.
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Dust Collectors



alone do not prevent explosions in Elevators, but

DAY

Dust Collecting Systems do when properly installed.

The Day Company

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The Atlas Car Mover

The Car Mover With Power

When you put an Atlas under the wheels of a car there is never a question about moving it.

Compound Action Fully Guaranteed

The Best Car Mover on Earth

APPLETON CAR MOVER COMPANY

Appleton, Wisconsin

Coal Sales Book

For Retail Coal Dealers

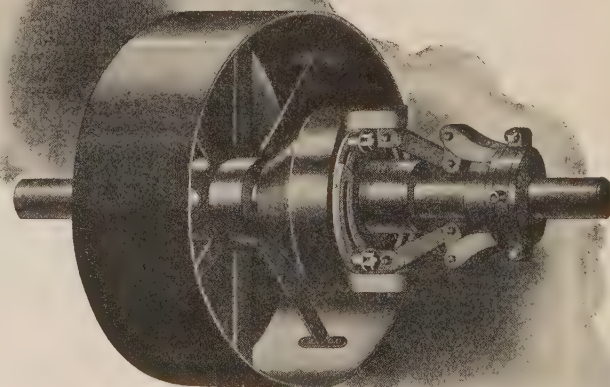
It facilitates bookkeeping, and reduces the chance for error. Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

It contains spaces for 6,000 wagon loads. Each page is ruled with column headings, as follows: Date, Ledger, Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8½x14 inches and contains 150 numbered pages of superior ledger paper. Well bound with best binder board, covered with cloth, leather back, and round leather corners.

Order Form 44. Price \$3.00.

Grain Dealers Journal
309 So. La Salle St., Chicago, Ill.



"Peerless" Friction Clutches

HAVE STOOD THE TEST FOR YEARS
and we can assure you complete satisfaction

Write us for circular and prices

**OUR STOCK OF SUPPLIES
FOR MILLS and ELEVATORS
IS ALWAYS COMPLETE**

ESSMUELLER MILL FUR. CO.
1216-1224 So. 8th St. ST. LOUIS, MO.

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt price; or on trial to responsible parties. Has automatic valve a fine sponge.

H. S. COVER
Box 404 South Bend, Ind.



For elevator and mill supplies we issue a net price catalog. If in the market write us for one.

WHITE ★ STAR ★ CO.
WICHITA, KANSAS

CONE-SHAPE GRINDERS

It PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of Shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." E. W. Watt, Jacobburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue.

N. P. BOWSHER CO., SOUTH BEND, IND.



10,000 SHIPPERS

Are now using

TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

Prevent

CLAIM LOSSES

Write for samples and prices

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice-President

617 Railway Exchange Bldg., Chicago, Ill.



Scale Ticket Copying Book

Contains 150 leaves of scale tickets, four to a leaf. Each leaf folds back and with the use of a sheet of carbon makes a complete and perfect copy of the original on the stub which remains. The original tickets form the outer half of page, so the removal of any ticket does not release the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Price per bu., Test, Man On-Off, and Weigher's Signature. Size 9 1/2 x 11 inches. Printed on good paper. 5 sheets of carbon. Order Form No. 73, \$1.35; weight 2 lbs.

Grain Dealers Journal

309 So. La Salle St., Chicago, Ill.

I have taken about all of the different grain papers published but so far I have been unable to see anything that compares with the Grain Dealers Journal for information.—Hubert W. Updike, Centerburg, O.

THE HALL SPECIAL ELEVATOR LEG

ONE HUNDRED PERCENT greater efficiency.

FIFTY PERCENT longer life.

A record the HALL SPECIAL is making every day where in use.



COSTS LESS to INSTALL; to OPERATE, and to MAINTAIN, and does DOUBLE the work of any other leg of equal size.

Hall Signaling Distributors are making records and friends wherever they go. Try them out against the best "spouts" you can buy of any other make.

Note carefully their efficiency, convenience, durability, utilization of bin space, thereby increasing the value of the plant, and saving from mixed grain. You will never thereafter use anything else.

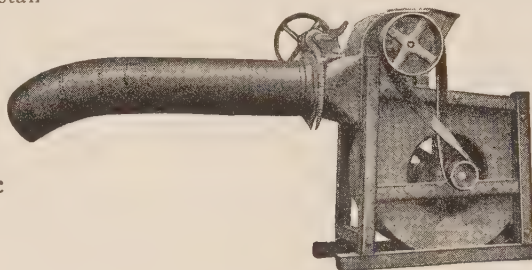
Write for our Catalogs.

Hall Distributor Company, 222 Railway Exchange Bldg., Omaha, Nebr.

CLEAN AND LOAD IN ONE OPERATION

To make the most money these days the grain elevator operator must operate his plant as economically as possible; he must ship the highest grade possible and it must be clean. To get the maximum in loading facilities and at the same time clean the grain loaded every elevator operator should install

The
Combined
Grain
Cleaner
and
Pneumatic
Car
Loader



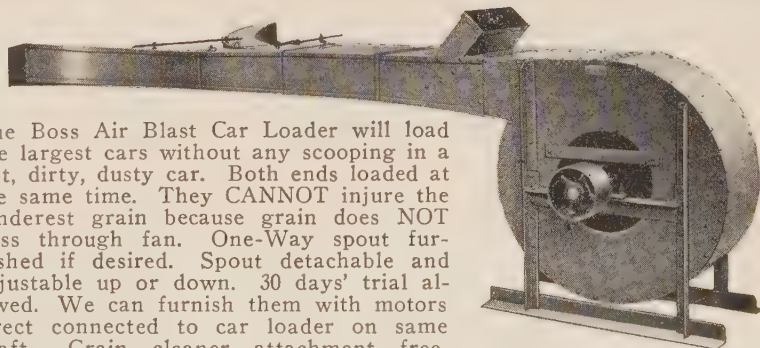
It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you upon request.

Write for List and Circulars.

MATTOON GRAIN CONVEYOR CO., MATTOON, ILLINOIS

Load Railroad Cars Without Scooping

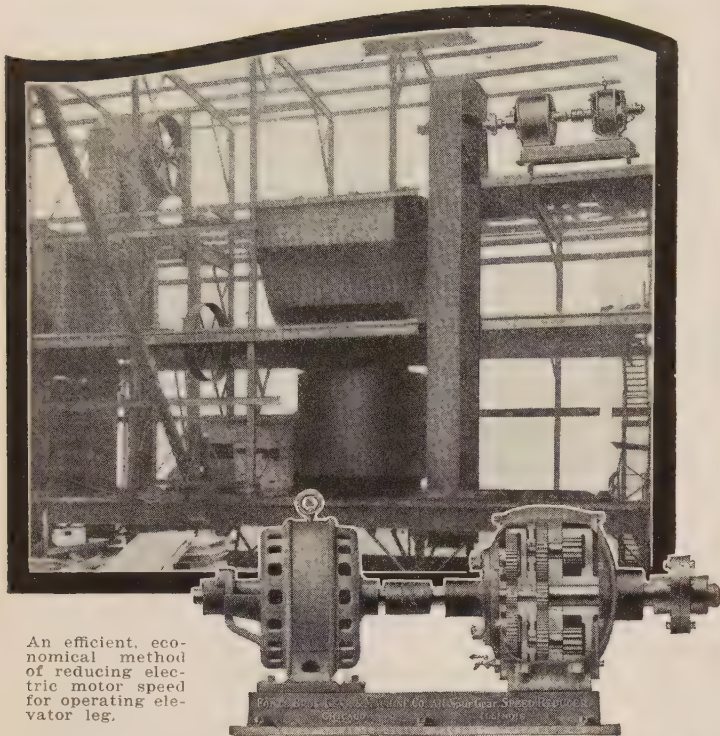


The Boss Air Blast Car Loader will load the largest cars without any scooping in a hot, dirty, dusty car. Both ends loaded at the same time. They CANNOT injure the tenderest grain because grain does NOT pass through fan. One-Way spout furnished if desired. Spout detachable and adjustable up or down. 30 days' trial allowed. We can furnish them with motors direct connected to car loader on same shaft. Grain cleaner attachment free. Grades raised. Make your house modern by installing one. New catalog No. 22 and prices mailed upon request. It also shows portable car loaders for loading grain from wagons to cars without scooping.

Maroa Manufacturing Company, Dept. G, Maroa, Ill.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.



An efficient, economical method of reducing electric motor speed for operating elevator leg.

A Better and Cheaper Way to Reduce Motor Speeds

By using a high speed motor and a Foote Speed Reducer in place of shafting and belts, pulleys and ropes, chains and sprockets, or open gearing for operating elevator leg, running conveyors, etc., you will obtain an economical installation and have a far better method of reducing motor speed.

Your first saving is in the use of a high speed motor which costs less than a low speed motor—also the installation is simple and saves in cost of labor. Foote Speed Reducers require practically no maintenance, give useful service for many years. And they deliver more of the rated power than other types of reduction drives. Foote Speed Reducers are made for drives of any horse power, requiring a reduction from 5 to 1 to 500 to 1.

CONSULT FOOTE ENGINEERS

Whether you intend to install new equipment or improve the driving mechanism of your old, the advice of Foote Engineers will aid you to obtain the most efficient methods at the lowest cost. Write for literature.

Foote Bros. Gear & Machine Co.

Manufacturers of Rawhide and Bakelite Pinions and Cut Gears of All Kinds. Send for Catalog. Special Machinery made to order. Submit your blueprints.

252-262 N. Curtis St., Chicago, U. S. A.

FOOTE

SPUR GEAR AND WORM GEAR
SPEED REDUCERS

Confirmation Blanks Simple-Complete-Safe

If you would avoid trade disputes, and differences and prevent expensive errors, use triplicating confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs and returns one and keeps the other.

This places the entire burden for any misunderstanding of your intentions upon the other party and protects you against the expensive misinterpretation of your trades.

The use of these confirmations makes for safer business. Spaces are provided for recording all essential conditions of each trade.

Fifty confirmations in triplicate and two sheets carbon bound with pressboard and wire stitched, size $5\frac{1}{4}'' \times 8\frac{3}{4}''$.

Order Form 6 CB, Price 90 cts.

Grain Dealers Journal
309 S. La Salle Street CHICAGO, ILL.

What's Wanted?

The quickest way to supply your needs is to tell your wants to a sympathetic audience.

The "Wanted and For Sale" pages of the GRAIN DEALERS JOURNAL affords the largest and best medium to make your wants known.

Read what satisfied customers say:

"It pays to advertise in the GRAIN DEALERS JOURNAL. We have had several desirable replies to our Help Wanted ad."—Bloomington Mills, Bloomington, Ill.

"You need not insert our ad. again as we have found a boiler."—Hoerner Elev. & Mills Co., Lawrenceville, Ills.

"We have secured all the help we need from our adv. in the JOURNAL. We have probably received 40 or 50 replies, and are much pleased with results."—Clovis Mill & Eltr. Co., Clovis, N. M.

The charge for such announcements is small—only 25c per type line. Try them. Supply your needs quickly.

Grain Dealers Journal

305 So. La Salle St.

CHICAGO, ILLS.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

OKLAHOMA—Small money making elevator. Selling on account of health. No competition, terms. Address Burcham, Quapaw, Okla.

CENTRAL ILLINOIS Elevator for quick sale. 18,000 bu. Electric power with coal sheds on my own ground. Write for price. 49S8, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—Elevator on C. & N. W. Ry.; fine location, unusually prosperous farming country. Priced right to close an estate. Address 49N7, Grain Dealers Journal, Chicago.

IOWA—One of the best grain elevators in North Central Iowa for sale; modern equipment, first class condition, and priced to sell. Address 48H12, Grain Dealers Journal, Chicago.

NO. CENTRAL INDIANA elevator of 25,000 bu. capacity for sale; located on P. C. C. & St. L. in good corn and oats belt. Address 49T12, Grain Dealers Journal, Chicago, Ill.

INDIANA—15,000 bu. cribbed elevator, iron clad, on private ground in southern county seat. Good grain, flour and feed business. Address 48C23, Grain Dealers Journal, Chicago.

INDIANA—Three good elevators located in Northeastern Indiana; good corn, oats, wheat and rye section. Good established business. Coal and retail business. No competition in towns. Only interested parties need apply. Address 49T1, Grain Dealers Journal, Chicago, Ill.

SOUTH DAKOTA elevator for sale or rent; 20,000 bu. capacity; electric power; in first class condition; good grain point. Crops are good. A good business opening. Possession at once. Town of 2,000. Address B. J. Sewatt, Dell Rapids, South Dakota.

FINELY EQUIPPED ELEVATOR, 100,000-bu. capacity, on tracks of C. & N. W. and C., St. P., M. & O. Railways in Minnesota; also switch to Chicago, Mpls. & St. Paul Ry. The station enjoys good transit privileges. This is a snap. If interested, write 49R7, Grain Dealers Journal, Chicago, Ill.

SOUTH DAKOTA ELEVATOR FOR SALE—28,000 bushel capacity, equipped with two legs, all necessary machinery in good order, a large storage room for flour and feed and coal sheds, located in good grain center. Reason for sale, old age. Write or call on V. Fousek, Dante, South Dakota.

ILLINOIS—Forty thousand bushel capacity elevator, in fine condition and with modern equipment, for sale. Located in Champaign territory, on best railroad and in good town. Station handles 400,000 bu., with one good competitor. Fullest investigation welcomed. Address 49P27, Grain Dealers Journal, Chicago.

NEW PLANT FOR SALE.

300,000 bu. elevator, 10,000 bu. cereal mill which can easily be converted into a flour mill; has individual motor equipment; no competition; on main line of I. C. R. R. Can be bought very reasonably on attractive terms. Write C. E. Beyer, 1504 Inter-Southern Bldg., Louisville, Kentucky.

ELEVATORS FOR SALE.

MISSOURI—We will sell a good 10,000 bu. elevator in northwest for \$7,000, where conditions are good and elevator in good shape. Write 49T16, Grain Dealers Journal, Chicago.

SOUTH DAKOTA elevator, 25,000 bushels, fully equipped, cribbed construction, gas engine, scales, coal sheds, offices furnished. Price \$2,500. Address C. J. Ward, 514 Ashton Bldg., Rockford, Ill.

IOWA—Grain elevator and sheller plant with attrition mill for sale cheap; all motor power; in the heart of the best grain growing territory of Iowa. 10 bins; 10,000 bus. cap. Address Willson Reid, Morning Sun, Iowa.

OHIO—Good elevator for sale, located near Dayton. This elevator did a cash net business to the owner for the last 11 years on an average of \$6,270 per year. Price \$7,000. Address 49T10, Grain Dealers Journal, Chicago, Ill.

IOWA—Grain, coal and feed business for sale; new 37,000 bu. concrete elvtr., 10,000 bu. wood. Ship 300 to 400,000 bu. grain annually. Storage for 900 tons coal. Address 49S17, Grain Dealers Journal, Chicago, Ill.

Indiana—16,000 bushel electrical equipped elevator in Central Indiana. House and machinery is A1. Galvanized siding, a good grain point and side lines. Priced \$12,000. Address 49R20, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS—20,000 bushels shell grain capacity handling an average of 200,000 bushels per year for the past 10 years. Gasoline engine, car puller, loader, hopper scales, low drive, two stands of elevators, two-room office fully equipped. One good competitor. Price \$8,000. Address C. A. Burks, 250 N. Water St., Decatur, Ill.

WISCONSIN—6,000 bushel capacity elevator for sale. Situated in the Holstein center. \$100,000.00 business transacted in one year in dairy, feed, grass seed, flour, salt and grain. All in A1 shape. Situated at Mapleton, Wis. Make me an offer, as I am going to sell. Come and see the property. Calvin J. Jones, R. No. 2, Oconomowoc, Wis.

CLYDE, KANSAS elevator for sale, 14,000 bus. cap. elevator and gasoline power, separate office building and scales, chance for a good coal and feed business. On U. P. Ry., with M. O. P. switching. Located on deeded land, best location in town of 2,000; excellent agricultural country; good schools. Exceptionally low price to close out. Address J. F. Jones, 519 N. E. Bldg., Topeka, Kans.

KANSAS—Elevator and mill for sale or trade. 30,000 bushel elevator and 150 barrel mill located in Kansas wheat belt on two railroads. Elevator business alone is profitable business. Equipped with both steam and electric power. 12 years' business has established name of mill to flour trade. Clear of incumbrance; price right. Easy terms of payment for straight sale or difference in trade. Box 98, Turon, Kans.

FOR SALE BY RECEIVER.

Elevator at Haviland, O., on Cin. Nor. Ry. 40,000 capacity. New. Electrically equipped.
Elevator at Worstville, O., on Nickel Plate Ry. 15,000 capacity. New. Equipped with Diesel oil engine and machinery all new.
Elevator at Tipton, O. 30,000 capacity.
All in Spaulding Co., Northwestern Ohio. Splendid grain section. Stone roads. Address S. S. Gusler, Receiver, Grover Hill, O.

ELEVATORS FOR SALE.

OKLAHOMA 10,000 bu. capacity elevator for sale; side lines. Address 48L36, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE OR TRADE.

SOUTH DAKOTA—For sale or trade. 25m capacity elevator; flour house and coal sheds; operating daily; station will handle 500,000; crop just moving; only three houses here; good territory. 49T7, Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE OR LEASE.

NORTH FLORIDA—For sale or lease, grain elevator and feed mill. Fully equipped; also warehouse and dwelling. Good grain country. Red clay section. Will lease with buying privilege. Address Jefferson Co. Products Co., Monticello, Fla.

ELEVATORS WANTED.

WANTED—Elevator doing a good business anywhere in Central Illinois. Address P. O. Box 414, Decatur, Ill.

WILL TRADE for grain elevator 200 acres improved farm in the Red River Valley, North Dakota. Address Farmer, 1122 Flour Exchange, Minneapolis, Minn.

WILL TRADE for grain elevator a quarter section of land in North Dakota with one hundred acres under cultivation, good crop. Address Farmer, 1122 Flour Exchange Building, Minneapolis, Minn.

ELEVATOR BROKERS.

WANTED—To list your elevator wants and offers. Address Langford, Saunemin, Ill.

JOHN A. RICE **ELMER N. SMITH**
Elevator Brokers, Frankfort, Indiana.

CLAYBAUGH-MCCOMAS

Offices

Frankfort, Ind. Indianapolis, Ind.
223 B. of T. Bldg. 601 Board of Trade.

If you want to buy, sell or trade an elevator write us at either address.

ALWAYS HAVE ELEVATORS For Sale in the Grain Belt of Illinois and Eastern Indiana. If you are in the market write me fully and I will try to satisfy you.

JAMES M. MAGUIRE,
432 Postal Tel. Bldg., Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

SAMPLE ENVELOPES.

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed. Made of very heavy manila for strength and durability and to withstand hard usage. Special folding method for closing envelope. Have a limited supply to sell at \$2.50 the hundred, f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 So. La Salle St., Chicago, Ill.

BUSINESS OPPORTUNITIES.

WANT TO HEAR from owner having elevator or other business for sale. State cash price and particulars. John J. Black, 57th Street, Chippewa Falls, Wisconsin.

EASTERN KANSAS—Prosperous grain, coal and feed business for sale. Modern ironclad elevator. Best reasons for selling. Address 49S7, Grain Dealers Journal, Chicago, Ill.

DO YOU WANT a good business for \$10,000 where the overhead is low and in a terminal market where the chances to grow are good? Write 49T15, Grain Dealers Journal, Chicago, Ill.

SOUTHEASTERN KANSAS—A fine location for an elevator; on the Mo. Pacific Ry.; 7—25 ft. lots. Private switch. Large quantity of wheat shipped out of here each year. Old elevator burned. Address Box 97, Elk City, Kans.

BUSINESS OPPORTUNITY WANTED.

WANTED—Half interest and management of a good grain business. What have you to offer? 49S15, Grain Dealers Journal, Chicago, Ill.

MILL FOR SALE.

MODERN 100-BARREL MILL for sale; large territory, Rocky Mountain section; plenty of wheat. Feed mill in connection. Cheap power. Address 48B4, Grain Dealers Journal, Chicago.

FOR SALE.

Whole or part interest in modern feed milling and mixing plant of fair capacity in large eastern Pennsylvania city; transit facilities, own siding and room for expansion. Write 49Q15, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

WANTED position as manager of a large country grain business. Address E. A. Benedict, Boswell, Ind., R. F. D.

EXPERIENCED grain man desires position. Well known by the grain trade. 15 years as elevator manager. A1 references. If you want a hustler address 49Q27 Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager in small elevator or second man in large elevator, by married man with 2 years' experience. Have handled lumber. Write M. O. Stone, 1333 B ave. East Cedar Rapids, Iowa.

EXPERIENCED MAN wants position as manager or assistant of elevator, or connection with reliable firm. Manager of elevator for last five years. A1 references. Age 26. Address 49S12, Grain Dealers Journal, Chicago, Ill.

A man who has enough push to advertise his services in a high class trade journal is the kind you want. Look 'em over. You will find a competent manager, a reliable grain buyer or a qualified and efficient traveling solicitor.

EXPERIENCED grain inspector wants position either as Inspector or with terminal elevator co. Well qualified to operate elevator or manage Inspect. Dept. A1 references. Married and 32 years old. Address 49R18, Grain Dealers Journal, Chicago, Ill.

COMPETENT GRAIN MAN wants position as supt. or foreman of large elevator or a position with a grain firm that will bring a future. Ten years experience; 35 years of age and married. Can furnish best of references. Address 49T26, Grain Dealers Journal, Chicago, Ill.

WANTED, position by grain man with 20 years' experience in merchandising grain, mill feeds and seeds. Thoroughly acquainted with Penn., Ohio, Va., W. Va., and Northeastern best buyers. Terminal market experience, reliable references. Address 49S2, Grain Dealers Journal, Chicago.

SITUATIONS WANTED.

MARRIED MAN wants position as manager of grain and implement company; have had 13 years' exp. in grain business and 17 years in implement business; middle aged. Address 49Q12, Grain Dealers Journal, Chicago, Ill.

POSITION wanted as manager of Farmers or Independent elevator where plenty grain is available. Will also handle poultry and feed in connection. Would also consider position as salesman for flour, grain, feed. Long experience East and West of Mississippi. Write C. E. Newton, 67 Woodrow Ave., Columbus, Ohio.

GRAIN SOLICITOR wants position in Illinois as grain buyer for some good line company, or will take a job as assistant manager in elevator where a good business is done and wages good, in a good town. Have had five years' experience in the grain business and the past three years manager for Farmers Elevator. Wish to make a change in the next 30 days. Am married and 34 years of age. Address 49R8, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED—Elevator man for one man house. Eastern central Illinois. Address 49T24, Grain Dealers Journal, Chicago, Ill.

WANTED—Married man experienced in grain and lumber to assist in managing small Northern Illinois Station. Address Holcomb Lumber Co., Sycamore, Ill.

HIGH POWERED man wanted to act as secretary and sales manager of one of the prominent grain machinery manufacturing companies. Must have ability and experience. All replies strictly confidential. Address 49S13, Grain Dealers Journal, Chicago, Ill.

ADDRESS WANTED.

ADDRESS wanted of Lindley C. Binford, formerly in grain business at Haviland, Kansas. Last known address Topeka, Kans. Address 49T20, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Cheap

Elevator, Corn Sheller, adjoining warehouse and twenty other warehouses, suitable for a general wholesale grain, feed, seed and hay business.

WILL SELL ALL OR SEPARATELY

In buying this property you will not only be getting the best bargain ever offered in the grain industry, but you will also be gaining the good will of the old reliable WEBSTER COMPANY of San Antonio, Texas, who has made approximately a million dollars handling Government contracts and including a State-wide domestic business. This Elevator, Sheller and Warehouses are located in San Antonio, Texas, in the middle of the great Southwest—Mexico's natural gateway.

WOULD CONSIDER A GOOD LEASE**CAMP BOWIE, Fort Worth, Texas****FOR SALE**

Warehouse area, consisting of fourteen large warehouses, ten smaller buildings, twenty cottages and three two-story barracks, substantial construction; lights, gas, sewer, water and power, suitable for manufacturing and storage. Will sell all or lease. For further information write, wire or come to see me.

J. G. WEBSTER, Executor of Estate
Care Webster Wholesale Grocery Company, Dallas, Texas

Helpful Books

FOR

Carlot Grain Handlers

Clark's Decimal Wheat Values: These tables are the same as described above with the exception that they cover only wheat and show the value at a glance or with one addition of any quantity of wheat from 10 lbs. to 100,000 lbs. at any market price from 50 cents to \$2.39 per bushel. Printed on ledger paper and bound in art canvas. Order Form No. 33X. Price \$2.75.

Clark's Fractional Values: This table is on heavy cardboard. Size 9½x11 inches, showing the value of any quantity from 1 to 50,000 bushels, at ¼, ⅓, ½, ⅔, ¾ and ⅞ cents. The amount of bushels is shown in red and the value in black. They are the most conveniently arranged tables for showing fractional values of bushels. Price 25 cents.

Leaking Car Report Blanks bear a reproduction of a box car and a form showing all points at which a car might leak, thus facilitating the reporting specifically places where car showed leaks at destination. One of these blanks should be sent with papers for each car with the request that it be properly filled out and returned in case of any signs of leakage. Printed on bond, size 5½x8½ inches, and put up in pads of 50 blanks. Order Form 5. Price 40c a pad; three for \$1.00. Weight 3 ounces.

Shipping Notices Duplicating: A convenient form for advising receivers of the grade, kind and weight of grain shipped.

Loaded into car—initials and number, seal numbers, at station on date; billed shipper's order; notify draft for \$.....; made through bank of to apply on sale of bushels made.....

Fifty white bond originals, machine perforated, easily removed without tearing, and 50 manila duplicates, bound in heavy hinged press-board covers, with two sheets of carbon, size 5½x8½ inches. Order Form 3SN. Price 75c. Weight, 8 ounces.

Clark's Decimal Grain Values: Saves time and money and prevents errors. It shows at a glance, or with simple addition, the cost of any quantity of grain from 10 to 100,000 pounds at any given market price and reduces pounds to bushels on the same page. Values are shown directly from pounds without reducing to bushels. Pounds shown in red figures and values in black; price being given at top and bottom of each page. Prices for oats range from 10 cents to 79 cents a bushel; for corn, rye and flaxseed, 10 cents to \$1.09 per bushel; for wheat, clover, peas and potatoes, 30 cents to \$1.59 per bushel; for barley and buckwheat, 20 cents to \$1.49 per bushel. Order Form 36. Price \$5.00.

GRAIN DEALERS JOURNAL,
309 So. LaSalle St., Chicago, Ill.

Clark's Car Load Grain Tables: The eighth edition of Clark's Car Load Grain Tables is the most complete car load reduction table ever published. The tables show reductions by 50-pound breaks as follows:

20,000 to 107,950 lbs.	to 32 lb. bushels.
20,000 to 74,950 lbs.	to 34 lb. bushels.
20,000 to 96,950 lbs.	to 48 lb. bushels.
20,000 to 118,950 lbs.	to 56 lb. bushels.
20,000 to 118,950 lbs.	to 60 lb. bushels.

Bushels are printed from bold faced type in black ink; pounds in red, on heavy ledger paper, sewed and reinforced with muslin, and bound in flexible keratol covers with marginal index. Weight 6 ounces. Price \$2.50.

Clark's Double Indexed Car Register: Is an index designed to afford ready reference to the entry or record of any car. Facing pages 11x16 inches of heavy ledger paper are each ruled into five columns, those on the left being numbered 0, 1, 2, 3 and 4, while columns on the right are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record." The marginal index figure represents the right hand or unit figure of the number entered, while the column heading is the second or tens figure. The required number can be instantly found if properly entered. Form No. 40, with space for 12,000 cars, \$2.00. Form No. 42, with space for 21,600 cars, \$3.00.

GRAIN DEALERS JOURNAL,
309 So. LaSalle St., Chicago, Ill.

MACHINES FOR SALE.

BOSS CAR LOADER for sale; one No. 8. Address A. H. Richner, Crawfordsville, Ind.

CLIPPER CLEANER—Hand power—for sale or will trade in on one of larger capacity. J. C. Jordan, Colfax, Ind.

DURABLE WIRE ROPE for sale, for car shovels; cast or plow steel. Manila rope, buckets and everything in elevator supplies.

PULLEYS—1,000—for sale. ALL sizes, solid cast iron, wood and steel split. Standard Mill Supply Co., Kansas City, Mo.

FOR SALE at Southern South Dakota point, machinery and complete equipment of 100 barrel mill, including 75 horse power Corliss engine, all in A-No. 1 condition. \$1,500.00 if taken at once. Address Miller, 1122 Flour Exchange Building, Minneapolis, Minn.

MACHINERY BARGAINS.

We offer the following mill machinery, all in good condition, f. o. b. Elk City, Oklahoma:
3 pr. high N & M Corn Mill extra set rolls. \$200
No. 4 Wolf wheat cleaner 75
No. 2 Wolf wheat scourer 75
No. 34 Perfection Dust Collector 50
200 bu. Fairbanks hopper scale 50
Williams Grinder 50
American Milling Company,
Elk City, Okla.

ELECTRIC MOTORS FOR SALE.

1 75 H. P.
1 50 H. P.
1 40 H. P.
all complete with starters. Also
2 66"x18' Boilers.
1 60"x110' Smokestack.
1 500 H. P. Allis Engine.
2 No. 3½ Iron Prince Scourers.
Write for description and price.

EDGAR-MORGAN COMPANY,
Memphis, Tenn.

REAL BARGAINS.

Prompt Attention. Quick Shipments.
When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses, stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty. Write us without delay.

Geo. J. Noth, Mgr.,
9 S. Clinton St. Chicago, Ill.

BAGS—BAGGING—BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Peoria St., Chicago.

MACHINES WANTED.

WANTED new or second hand buckhorn machine, small size. If second hand must be in good condition. 49S14, Grain Dealers Journal, Chicago, Ill.

WANTED—Small chicken feed mixing equipment for mixing scratch feed and baby chick feed. Do not need grinder. Send full description, blue prints if possible, and name lowest price. J. C. Mytinger Grain Company, Wichita Falls, Texas.

OIL & GAS ENGINES FOR SALE

FOR SALE—15 h.p. Fairbanks Z engine, good condition; reasonable. Address P. O. Box 103, Bloomington, Illinois.

FOR SALE—Two new 16 horse-power Stover heavy duty kerosene engines. Less than wholesale price. No trades. L. Box 748, Eldorado, Kan.

DYNAMOS—MOTORS.

TWENTY HORSE WAGNER electric motor for sale at half price. One twenty horse-power single phase, sixty cycle, 110/220 volt, 1165 RPM with sliding rails and pulley, complete with rheostat, \$275. Address O. A. Talbot & Co., Laclede, Mo.

DYNAMOS AND MOTORS WANTED—Buyers of this equipment are reached in largest numbers and at the least expense through the use of the "DYNAMOS-MOTORS" columns of the Grain Dealers Journal,—the medium for power bargains.

FAIRBANKS-MORSE Motor for sale. 50 H.P. 900 RPM, 3 phase, 60 cycle, 220 volt, Type B, 40 degree motor, complete with sliding base, 16"x11" pulley and type "C" oil immersed transformer type starter with no voltage release.

This motor is in first class condition, having been used only 18 days, priced for quick sale \$350. The Spink Mfg. Co., Washington, Ind.

OFFICE APPLIANCES.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

WOOL WANTED.

ELEVATOR OPERATORS who have wool to ship will find it to their advantage to tell the 6700 regular readers what they have to offer. An advertisement in this column will cost you but 25c per type line per insertion.

WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. **READ and USE THEM.**

DIRECT HEAT OR STEAM CONTINUOUS FLOW MADE IN ALL SIZES

Randolph Grain Driers

Q. W. RANDOLPH CO. TOLEDO OHIO U.S.A.

WIRE SHONE

St. Marys Oil Engine Co.
ST. CHARLES, MISSOURI

Manufacturers of Deisel Oil Engines for Mills and Elevators

SEEDS FOR SALE—WANTED

SEEDS FOR SALE—WANTED

SEED WHEAT WANTED.

Mediterranean Seed Wheat wanted in car lots for Northern and Central Texas. List of dealers wanting seed will be given shippers who have choice seed to offer. Address H. B. Dorsey, Secy., Texas Grain Dealers Ass'n, Fort Worth, Texas.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

L. Teweles Seed Co.

MILWAUKEE, WIS.

Grass and Field Seeds

OUREN SEED CO.

Council Bluffs, Iowa

Buy and Sell Red, White and Alsike Clovers, White and Yellow Blossom Sweet Clover, Alfalfa, Red Top, Blue Grass and all Seed Grains

ALFALFA

TIMOTHY RED TOP

Agricultural Seed Company
Main & O'Fallon Sts. St. Louis, Mo.

Canada Field Peas

Carlots or Less Carlots
Get Our Prices

Port Huron Storage & Bean Co.

PORT HURON, MICH.

HEADQUARTERS

on all

Imported

Clover

Grass and Field

SEEDS

Julius Loewith, Inc.

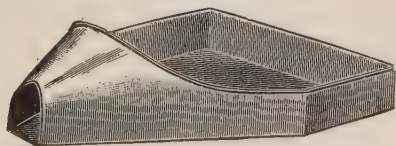
150 Nassau Street New York, N. Y.

(Formerly Loewith, Larsen & Co.)

I like the Journal very much in every respect.—Christ Neuman, Elgin, N. D.

I think the Journal is O. K. for the grain man.—L. Lamoreaux, Melvin, Ill.

SEED SAMPLE PANS



Made of sheet aluminum, formed by bending, reinforced around top edge with copper wire. Strong, light and durable. The dull, non-reflecting surface of the metal, which will not rust or tarnish, assists the user to judge of the color and detect impurities. Seed Size, $1\frac{1}{2} \times 9 \times 11$ ". Price \$1.65

Send All Orders to

GRAIN DEALERS JOURNAL, 309 So. La Salle St., Chicago, Ill.

A Trial Order

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Gentlemen:—I wish to try the Grain Dealers Journal on the 10th and 25th of each month for one year just to learn if I can get any helpful suggestions from the opinions and experiences of other grain dealers. Enclosed please find Two Dollars.

Name of Firm.....

Capacity of Elevator.....

Post Office.....

bus.....

State.....

Field and Grass
Seed Trade Directory

ARNHEM, HOLLAND.

Wm. E. Busgers & Co., European fancy natural gr. ade.

ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale seed merchants.

BUFFALO, N. Y.

Stanford Seed Co., Inc., The, wholesale field seeds
Whitney-Eckstein Seed Co., wholesale seeds.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

CONCORDIA, KANS.

Bowman Bros. Seed Co., field seeds.

COUNCIL BLUFFS, IOWA.

Ouren Seed Co., wholesale seeds and grain.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

KANSAS CITY, MO.

Peppard Seed Co., J. G., wholesale seeds.
Tobin Seed Co., alfalfa—bluegrass.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain and field seeds.
Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
North American Seed Co., wholesale grass & field seeds.
Teweles Seed Co., L., seed merchants.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.
Minneapolis Seed Co., seed merchants.

NEW YORK, N. Y.

Julius Loewith, Inc., grass and field seeds.
Nungesser-Dickinson Seed Co., wholesale seed merchants.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, wholesale field seeds.

ST. LOUIS, MO.

Agricultural Seed Co., cow peas.
Manglesdorf, Ed. F. & Bro., wholesale field seeds.

ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

TOLEDO, OHIO.

Churchill Grain & Seed Co., field seed, popcorn.
Flower Co., The S. W., seed merchants.
Hirsch, Henry, wholesale field seed.
Toledo Field Seed Co., The, clover, timothy.

HAY WANTED.



SEEDS FOR SALE—WANTED

MINNEAPOLIS SEED COMPANY

MINNEAPOLIS, MINN.
WE ARE BUYERS AND SELLERS
TIMOTHY—CLOVERS—MILLETS
Grass Seeds and Seed Grains

Send samples for bids

Ask for samples and prices

The S. W. Flower Co.

WHOLESALE
FIELD SEED
MERCHANTS

SPECIALTIES
RED CLOVER, TIMOTHY
ALSIKE
TOLEDO
OHIO



CRAWFORDSVILLE SEED CO. FIELD SEEDS

CRAWFORDSVILLE, INDIANA

Missouri Grown Blue Grass
Kansas Grown Alfalfa, New Crop

We are now prepared to accept orders for both

TOBIN SEED CO.
KANSAS CITY, MO.

LOUISVILLE SEED COMPANY

INCORPORATED
LOUISVILLE, KY
Headquarters for
RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES FIELD SEEDS

Crabbs Reynolds Taylor Company
CRAWFORDSVILLE, INDIANA

Buyers and Sellers
CLOVER AND TIMOTHY SEED—GRAIN

IMPORTERS EXPORTERS

GRASS and CLOVER SEED

Buyers and Sellers of Timothy, Red Clover,
Alsyke, Alfalfa, White Clover, etc.
NUNGESSER-DICKINSON SEED CO.
New York, N. Y., U. S. A.

The J. M. McCullough's Sons Co.

BUYERS—SELLERS
Field and Garden Seeds
CINCINNATI - - OHIO

North American Seed Co.

WHOLESALE GRASS & FIELD SEEDS
Milwaukee, Wisc.
"THE HOUSE OF QUALITY"

J. G. PEPPARD SEED COMPANY

Buyers **SEEDS** Sellers
Correspondence Invited Kansas City, Mo

The Toledo Field Seed Co.

Clover and Timothy Seed
Consignments solicited Send us your samples
TOLEDO, OHIO

THE ILLINOIS SEED CO.

CHICAGO, ILL.

WE BUY AND SELL

Field Seeds

Ask for Prices
Mail Samples for Bids

The Mangelsdorf Seed Co.

Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.
ATCHISON KANSAS

WHITNEY-ECKSTEIN SEED CO.

Wholesale Seed Merchants
BUFFALO, N. Y.
CORRESPONDENCE INVITED

COURTEEN SEED CO.

Milwaukee,
Wisconsin
Clover, Timothy, Grass Seed
Grain Bags

HENRY HIRSCH

WHOLESALE FIELD SEEDS
CLOVER—ALSIKE—TIMOTHY—ALFALFA
Our Specialty
All Other Field Seeds
TOLEDO - - OHIO

SEED

We Buy
and Sell
all Varieties
of Grass
and Field
Seeds

The Albert Dickinson Co.
MINNEAPOLIS CHICAGO

OUR advertisers are helping us to improve Grain Trade conditions. SHOW YOUR APPRECIATION, Mention G. D. J.

The value of an "ad" is not measured by what it costs, but by what it pays the advertiser.

Acknowledged Facts About the Ellis Drier



Ellis Drier Plant at the Southwestern Milling Co.,
Kansas City, Kan.

The above plant which was designed by A. E. Baxter Engineering Co., Buffalo, N. Y., is without question one of the most complete of its kind.

The driers are of the very latest continuous feed type having independent motor controlled feed and variable feeding device.

The control of the feed is so perfect that a range in capacity of 10 bushels to 1,000 bushels per hour is possible.

The collection of all objectionable dust is provided for by a complete dust collecting system installed as a part of the driers.

This is a new patented feature developed by the Ellis Drier Company, and has met the unqualified approval of the owner and underwriter alike.

***Specify
the Ellis***

**It will not Crack,
Blister or Discolor
the Grain**

DURING the past 25 years in which the Ellis Drier has been on the market, certain well developed characteristics of the drier have been noticed and acknowledged by the user time and time again. We refer to the splendid condition of the grain after being processed in any Ellis Drier.

The following extracts taken from unsolicited letters of commendation will bear out our point:

¶ "The corn is in elegant condition and comes out as natural as it went in."

¶ "It would be impossible for the inspector let alone the ordinary buyers of grain to tell it had gone through the drier."

¶ "Your system is head and shoulders over other methods and enables us to furnish well dried corn so natural in appearance that an expert would find difficulty in distinguishing one from the other."

¶ "Corn dried by other methods is dull looking and mealy while ours is bright, clean and the natural lustre is retained, making it more desirable and usable for any purpose."

¶ "We would also like to mention the fact that grain after being dried in any Ellis Drier shows up in much better condition than grain dried in any other driers that we have seen."

¶ "Corn dried with an Ellis does not break up anything like as bad as when dried with the——."

In the light of the Federal grain grades which exact severe penalty for cracked, discolored and blistered grain, these "acknowledged facts" cannot be lightly thrown aside, on the contrary, they become the very basis on which all driers should be compared and purchased.

The Ellis Drier Co.
Roosevelt Road and Talman Ave.
Chicago, U. S. A.

GRAIN DEALERS JOURNAL

309 South LaSalle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.25; to Canada and Mexico, prepaid, \$2.75.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, SEPTEMBER 25, 1922

BUCKWHEAT crop reports given in this number indicate a short crop. What are your impressions?

THE PREMIER of Saskatchewan has just announced that the price of wheat "must not drop below a point where it would fail to return the farmer a reasonable profit." As well sweep back the tide of the ocean.

GRASS FIRES started by locomotive engines destroyed two grain elevators recently, one on the Wabash in Iowa and one on the Missouri Pacific in Kansas. Poor quality of the coal and engines out of repair, conspire to create a condition that elevator operators must guard against.

THE CAR FAMINE is so great, so extensive that grain elevators in all parts of the country are filled to their roofs and would-be shippers are unable to get cars. During the period of governmental operation of the railroads few new cars were purchased and the old ones were permitted to continue in bad condition. Since the owners have again taken possession of their properties they have not been able to finance the purchasing of new rolling stock until recently so the available supply of cars is small. Many new cars have recently been ordered but carriers will not get delivery for many months. In the meantime it is up to the grain shippers to cooper all cars carefully and line them thoroughly so as to increase the safe carrying capacity of each car and insure delivery of full amount loaded at destination.

OIL used for moisture testing should be tested for water, else its use may result in a higher percentage of moisture than the grain contains.

FREIGHT rate reductions are earnestly desired by all country shippers so they can afford to pay the farmer a better price for his grain. No grain shipper expects to profit personally from freight rate reductions.

WESTERN CANADA'S proposed compulsory wheat pool collapsed before it was formed, solely because the visionary legislators could not find in all Canada a practical grain man willing to sacrifice his reputation for business sanity by undertaking the management of the proposed pool.

FAILURE by shippers of grain to sweep sills of loaded cars clean of grain before letting it go to destination may give the carrier grounds to state that car was leaking before it left destination, due to grain found on the sills. Sweeping the sills clean before shipping will help to establish that the leak occurred in transit.

SHIPPERS in the habit of selling carloads of grain should read carefully the decision of the Arbitration Appeals Committee of the G. D. N. A. elsewhere in this number and then remember that in the absence of any specific agreement to the contrary, the amount of grain in a carload is limited by Rule 32. Buyers in a great hurry for delivery should be willing to agree to accept "contents of any cars obtainable. Few shippers are able to get just the cars obtainable.

GRAIN dealers who read carefully and keep posted on their own rights and the rights of the other fellow, don't impulsively sacrifice their own interests by hasty action when the other fellow defaults on a contract. But many unposted dealers do this very thing. The plaintiff in a Supreme Court of Louisiana case reported in this number, sent back a fair proffer of settlement and a check for \$1,000. Now he gets nothing. A clearer understanding of his rights in the case would have saved him one thousand dollars and costs.

SO MANY recent fires in country elevators have been traceable direct to the continuous cob spout leading from cupola to cob burner that the mutual fire insurance companies are out to have changes made in such spouts which will prevent fire being communicated from cob burner to elevator. When fire once gets started at the bottom of a cob spout it seems to run up to the top with lightning rapidity. Hanging check valves which have been depended upon by many elevator operators to stop flames from below have proved themselves valueless as a fire retardant. Some shippers have reduced the danger from cob spouts by giving the last 10 feet leading into the cob burner so great a pitch as to prevent cob lodging on the last section of the spout. Other dealers have taken even greater precautions by placing top of the last section of the spout leading to cob burner five feet below the bottom of the section carrying the cobs from the elevator cupola. This break in the spout prevents fire running up spout because the line of cobs can never be continuous.

THE BEST elevator site is on your own ground. You get the use of it for interest and taxes and sell it to whosoever you please without asking any railroad official.

BEFORE using paradichloro benzene for exterminating weevil, be sure to read carefully the experience of a Texas elevator operator recited in "Letters," this number.

YOU are expected by your neighbors and fellow policyholders to contribute your full share to the reduction of fire hazards and fire waste, not only during Fire Prevention Week, October 2 to 9, but during every week. It is directly to your interest to keep this in mind.

FIRE in a Texas warehouse containing wet and heating oats has been credited to spontaneous combustion, but no evidence in support of this contention is obtainable. Heating grain does get very hot, but it does not burn, except when fire is communicated to it from other combustible material.

NEBRASKA elevator owners, like those of other states, have begun to protest against extortionate ground rentals. A complaint has been filed before the state railway commission by the state farm bureau federation and no doubt many sufferers will join in the complaint shortly. The action of the Penn. Rlrd. in regard to ground leases, reported elsewhere in this number, should lead other grain carriers to treat grain elevator operators with fairer consideration.

THE BATTING AVERAGE of grain inspectors is more flattering than would appear from the figures given in this column last number. During the 12 months prior to July at the market where the 5970 appeals mentioned were filed the inspector's grading was changed on only 1,145, or 19 per cent. In 81 per cent of the appeals the inspector's grade was correct, and in view of the fact that appeals are taken usually on samples that are on the line, this is after all, a satisfactory condition.

IN "LETTERS" this number, a dealer reports farmers feeling much better as a result of last week's advances in prices for grains. A strong advance which is held for any length of time would make anyone identified with the marketing of grain feel much better. Unexpected declines in the market have diminished the value of grain in the hands of country elevator men as well as in the hands of the producers. Both have suffered and both would be delighted for an advance which would last long enough to permit them to unload their holdings.

BUSINESS ACTIVITY is expected to increase during the fall and winter and afford a sustaining force under grain prices, particularly since agricultural products are too low compared with the basic coal and steel prices. Even after the fuel shortage has been overcome prices of coal and iron are expected to remain high as the wage settlement is on the basis of the former scale. Assuming that coal and iron cannot go down until next summer, agricultural products must advance. Coal cannot continue permanently out of line with wheat, corn and oats.

DISCRIMINATION between classes or individuals has always been considered antagonistic to the spirit of American institutions. Our first Interstate Commerce law was enacted primarily to check and prevent discrimination by the railroads in the matter of rates and service. Yet our Federal government has seen fit to re-enact a new Capper-Tincher law which requires discrimination. In a land where all citizens are presumed to have equal opportunity and equal rights this law seems to be out of place and we doubt very much that it will be permitted to stand on the statute books unchallenged.

THE discontinuance of the St. Louis, El Reno & Western Railroad is causing many elevator men to wish they had secured some guarantee of perpetual transportation service before they invested their funds in grain storage and handling facilities. The danger of investing capital along jerkwater lines of railroad has badly crippled many a grain merchant. The abandonment of several steam lines and some electric lines in Ohio and Indiana the past two years has put many grain elevators out of business. Yet others are just as eager as ever to invest capital in grain handling facilities at new stations.

"ORDERLY MARKETING" propagandists are invited to explain how it was that the price of wheat at Winnipeg, Man., went up three cents per bushel on Friday, September 22, when the deliveries of wheat by farmers on Thursday and Friday in Western Canada exceeded the total exports of wheat by the Wheat Board in any month of the year 1919-20. On that Friday the farmers of Western Canada were delivering more wheat than on any day in the history of the country, yet so perfectly organized is the present system of future delivery trading on the exchanges that there were buyers for all that wheat.

GRAIN DEALERS operating corn shellers owe it to themselves to take every precaution to prevent scrap iron getting into the shellers, not only because it is hard on the sheller teeth, but the introduction of metal into shellers often starts a fire. The last number of "Our Paper" shows an ax-head, a large bolt and a boiler plug after they had passed through shellers. A strong magnetic separator would remove all such particles, save the wear and tear on the sheller and greatly reduce the fire hazard to your plant. Whenever farmers clean up cribs the grain dealer often receives odds and ends which did not grow on a corn stalk. Look out!

A RAIL STRIKE is a crime under the Interstate Commerce Act. The proceedings in the court following the application of the Attorney-General for an injunction have made it plain that a strike is a combination to restrain interstate commerce, subjecting those guilty to a fine of \$5,000 under Sec. 10, providing that any person employed who aids or abets any failure to furnish transportation is guilty of a misdemeanor. Under this interpretation of the law strikes will be stopped in their incipency, as the taking of a strike vote is impossible if the government is alert. In other words, railroad employes are on about the same level as postoffice employees.

A DISCOUNT of 35 cents per bushel, according to the decision of the Arbitration Appeals Committee of the G. D. N. A., published elsewhere in this number, is not excessive. What are your convictions in the case?

AN OKLAHOMA correspondent writes that the U. S. G. G. entered into a contract with the local grain dealer to pay him 4½¢ per bushel for handling the farmers' grain through his elevator. Is it any wonder grain dealers are willing to enter into contracts with the U. S. G. G. if they can get 4½¢ a bushel for mechanical handling without assuming any of the responsibilities or expenses of marketing the grain? They surely will be willing to perform all labor and assume the responsibilities connected with the marketing of grain for 5¢ or 6¢ a bushel which is a maximum for many elevator men. Of course the promoters of the U. S. G. G. do not care what it costs to get the farmers' grain to market so long as they have an opportunity to help themselves to a marketing charge of their own making.

Handling Grain Covered By Lien.

Landlords' liens have been making so much trouble for country elevator men of the spring wheat states that the terminal market receivers are disposed to insist upon having the history of every car load of grain before they will pay a draft against it. If the receivers would stop lending operating capital to country elevator men they would have less of a risk and the country buyers would make a more vigilant effort to confine their purchases to grain free from liens.

In many sections of the country, elevator men know the name of every tenant in their section as well as the owner of the land, so that whenever they have any doubt regarding the tenant's right to sell the grain they call up the landowner and in order to make themselves safe against the possibility of being required to pay for grain a second time, they make check for grain received payable jointly to landlord and tenant, then these two must settle their differences before cashing the check at the bank and cannot come back upon the grain buyer for a second payment.

Northwestern states have drastic laws which assist landowners in following grain against which they have a lien, and a few receivers have been put to the painful necessity of paying for a shipment the second time because a country buyer was financially irresponsible. The danger of suffering through the purchase of mortgaged grain can be avoided by buying only from firms that are financially responsible, for they will strive to safeguard their own interests by seeing to it that no tenant delivers them property to which he has not clear title.

For many years receivers in the older markets have refused to handle any shipments from scoopers because they feared their inexperience and lack of acquaintance in buying territory might result in their being loaded up with mortgaged grain. The man who has money invested in permanent facilities for handling grain is invariably far more responsible and more careful and hence is a more desirable shipper. Irresponsible scoopers will always find irresponsible receivers who are will-

ing to take a chance because they have everything to gain and little to lose. However, the first responsible firm to handle a shipment must exercise caution.

Settling the Affairs of Bankrupts.

Unfortunately for the creditors of bankrupts the court buzzards are so numerous, so greedy and so unprincipled that the estates of bankrupts settled through the medium of the courts are generally absorbed in their entirety by lawyers' fees. A Kansas debtor whose estate paid out less than 20% on the dollar to the creditors whose claims were pushed vigorously, writes: "The fifteen lawyers got most of the proceeds." The vampires who hover about the bankruptcy courts have exhibited such grasping greed that wise creditors are now insisting that the estates of bankrupts be settled out of court and through the medium of creditors' committees.

The grain trade has been most fortunate in securing the settlement of the estates of many bankrupt firms through committees selected by creditors with dispatch and little expense. In most cases the results have been so gratifying to the interested creditors that none of them would think of permitting any bankrupt estate in which they were interested being thrown into the bankruptcy courts for the vultures to feed upon.

Reinspection of Grain Shipments at Time of Unloading.

Guaranteeing grade of shipment, regardless of the lapse of time between the inspection upon arrival and the switching of the car, has always caused great grief to country shippers and some trouble for receivers. This extension of the guarantee of quality today of unloading simply places the burden of ownership upon the shipper until the grain finally reaches the scale hopper of the terminal elevator. If the market goes off or if the grain deteriorates the buyer can reject grain on day of unloading, even though it be two or three months later and the shipper will suffer the loss. Shippers' Associations have vigorously fought all efforts to place this unfair responsibility upon the shipper. Most of the markets have limited the time for rejection of shipments to twenty-four hours after day of sale.

The Kansas City Board of Trade has attempted to protect shippers on that market with a rule along this line, but some receivers have seen fit recently to extend the time for calling reinspection to the day of unloading. This has resulted in so much grief to country shippers that the Board of Directors of the Board of Trade has posted a notice to the effect that any such extension henceforth will be considered a violation of the rules of the exchange and receivers granting such extension will be considered guilty of uncommercial conduct. The rule enacted by the Board of Trade surely makes the market more attractive to the country shippers and those interested in the welfare of the market will not need a second injunction from the exchange to compel them to safeguard the interest of shippers. No country grain shipper can afford to guarantee the grade of his grain indefinitely. If he assumes responsibility for its quality up to, and including 24 hours after the day of sale, he has done his full part and should not be expected or required to do any more.

The Capper-Tincher Law.

The re-enactment of the Capper-Tincher law, which has for its purpose the breaking down of our grain exchanges by cutting commissions to co-operative concerns, and the deprivation of the individual's inherent right to buy and sell grain for future delivery, again confronts the trade with the alternative of fighting this bureaucratic interference with the grain business, discontinuing future trading, or changing the method.

The grain exchanges were subjected to great annoyance and expense to prove the preceding Capper-Tincher law unreasonable, unfair, discriminating and unconstitutional. To subject them again to this burden of expense is unjust; and it seems highly desirable to shift the burden of sustaining this Act upon the proponents thereof, Capper, Tincher, et al., and the Government. This readily could be done by the exchanges sitting still and making no move to apply for license as future trading exchanges, were it not for the penalty of \$10,000 fine provided for any person who sends an order for the purchase or sale of grain to an exchange which has no federal license. Even though this part of the Act is unconstitutional no individual desires, even temporarily, to be branded as a criminal. The law makes it a crime for a miller having 10,000 bus. of wheat in store to sell against his stock for future delivery on an exchange not licensed to receive the order. Under a proper law the crime would consist of sending the message, irrespective of where received; but the whole purpose of the Act is to deliver the grain dealers into the meddlesome hands of the federal bureaucrats at Washington.

This bureaucratic reaching out for more power, more places for henchmen, is not accidental. It has been incorporated for the first time in our history in the tariff bill recently enacted. The new tariff bill contains provisions designed to render customs duties changeable without further legislative action, in the discretion of the President. It gives unusually wide powers to the executive branch of the Government either to increase or decrease rates within a range of 50 per cent of those fixed in the Act and to change the basis of assessment of duties from foreign to American valuation.

All this questionable change in the fundamental divisions of our government into the legislative, judicial and executive, giving legislative functions to the executive, proceeds from a cowardly and inefficient Congress; unwilling or incompetent to formulate in exact words what is the crime in selling or buying grain for future delivery.

The law gives the sec'y of agriculture power to persecute any individual by ruling the individual off the exchanges. The sec'y in an official statement published in full elsewhere admits the law gives him power to harass any business which in his judgment is not "proper." He states further, "The law gives us an opportunity to put a stop to improper practices on the exchanges, if such exist."

Unquestionably the honorable sec'y will declare that short selling is an "improper practice," in his ignorance of the fact that short selling is necessary to give elasticity to a hedging market.

What may be expected is foreshadowed by the immediate request of the sec'y's subordinate at Chicago for a list of members of the Board of Trade who trade in grain altho not members of the clearing house. He is losing no time in starting the prying into the business of the traders, altho the law does not take effect until Nov. 1 and the Board has not applied to be made a licensed contract market. Next the inquisitors will pore over the accounts of the grain brokerage firms and make a list of customers, and each customer will receive a questionnaire more complicated than an income tax schedule defining his connection with the grain business.

A loophole of escape is open to the exchanges, since the law does not apply to dealing in cash grain, and it is possible to devise a system of speculation in cash grain certificates that will function as freely as does the present system of future trading.

Big Increase in Grain Grade Appeals.

It is astonishing that the number of appeals taken from the grading by the grain inspectors licensed by the United States should have reached the large total of 31,689 during the fiscal and crop year ending June 30, 1922. For the five years preceding 1917 to 1921, inclusive, added together, the number of appeals did not reach the total for the single crop year just past.

Western markets filed the majority of appeals, with the Missouri River markets furnishing the great bulk of the business on the movement to Chicago during May, 1922. A check of over 4000 cars that moved from Missouri River markets to Chicago during May showed that 98% of the grades stood up at destination, making the wheat deliverable on future contracts, at a time when buyers were keen to reject any wheat not strictly up to grade.

Appeals are filed in the case of in-bound grain especially, when the grade is a mooted question and usually on the line between grades. It is only natural therefore that since doubtful grades are largely involved the inspectors' accuracy on appeals should be lower than on the general run of inspections.

During the past year the inspectors' judgment was sustained on about two-thirds of the appeals filed. This is a better showing than for the year preceding, when the inspectors' grades were sustained on 58% of the appeals filed.

More than 80% of the last year's appeals were on wheat, about 15% were on corn and 4% were called on oats inspections.

On corn the grade of 1015 carloads were raised and 393 lowered; while the opposite was the case on wheat, where 2650 were raised and 5234 lowered. On oats 194 grades were raised and 102 lowered on appeal during the year.

During the preceding year the results were the same as to wheat, 1240 being raised and 2342 lowered; while on corn 445 were raised and 332 lowered. On oats the number raised, 72 was about the same as the number lowered, 70.

The increasing popularity of Federal appeals is accounted for partly in the reduction of the fee which is now \$2; compared with \$4 when the Grain Standards Act first became effective, but there also has been a growing tendency on the part of the grain shippers to avail themselves of this extra means to be assured grading that is correct and final.

THE U. S. G. G. INC., is now located in the Garland Bldg., Chicago, Ill., instead of in the Mallers Bldg., as when it started. At first it occupied the entire 19th floor of the Mallers Bldg., then it was reduced to a suite of rooms and now they are in the same offices with the American Farm Bureau Federation.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. & N. W. 87498 was set out at Havelock, Iowa, Sept. 21. Side of car was broken and brace post broken. Side of car was leaking mixed corn. Section men repaired leak and car went on.—J. L. Miller, mgr. Farmers Coal & Grain Co.

N. Y. C. 249984 passed thru Hendley, Neb., Sept. 20, east bound, leaking wheat at door post.—Farmers Business Ass'n, J. W. Query, mgr.

A. C. L. 35118 was leaking very badly at Arrowsmith, Ill., Sept. 19. Train crew repaired leak at side of car.—J. Burt Porterfield.

C. C. C. & St. L. 46631 passed thru Saint Paris, Ohio, Sept. 18, going east and leaking wheat around door.—E. S. Allton, mgr. Saint Paris Grain Co.

N. Y. C. 257818 passed thru Edwards, Ill., Sept. 16, going toward Peoria, leaking oats out of door.—Farmers Co-operative Elevator Co.

C. B. & Q. 112034 passed thru Marshalltown, Iowa, Sept. 14, on the C. & N. W. leaking white corn badly. Train was moving fast.—H. E. Jenks, mgr. Farmers Elevator Co., Gilman, Ia.

N. P. 42548 passed thru Nevada, Ia., Sept. 14, east bound, south door half open, seal gone, also leaking corn at end of car. The two posts gave way at top of car. Train was moving so could not repair.—Frazier & Son.

U. P. 73738 passed thru Edwards, Ill., Sept. 8, leaking yellow corn freely at two places on side. Car was headed to Peoria.—Farmers Co-op. Elevator Co.

I. C. 23606 passed thru Latham, Ill., southbound, Sept. 6 on an extra freight, leaking corn at side of car. Train did not stop.—E. E. Rice, mgr. Farmers Grain Co.

G. H. S. A. 34637, leaking oats badly thru side of car, was switched from the I. C. to the Big Four at Champaign, Ill., Aug. 31.—R. C. Beach, R. C. Beach & Co.

C. M. & St. P. 72878 passed thru Rolling Prairie, Ind., Aug. 29, eastbound, leaking oats badly thru loose sheathing at side of car.—Rolling Prairie Grain Co.

C. R. I. & P. 36171 passed thru Unionville Center, Ohio, Aug. 28, leaking wheat thru the floor about one foot from the center of the door.—H. Hall.

C. & N. W. 82326 passed thru Nevada, Ia., Aug. 28, eastbound, loaded with corn. Door on southside of car was gone, corn slopping over top of grain door and grain was exposed to the weather.—Frazier & Son.

C. & N. W. 75252 loaded with corn was set out at Nevada, Ia., Aug. 28, by an eastbound train with side bursted out at top near south door, also leaking at a number of places at the sheathing near the floor. Conductor stated that the corn would have to be transferred before it could move on.—Frazier & Son.

Grand Trunk 107386, loaded with corn, was set out at Nevada, Ia., Aug. 27, by an eastbound train. A way freight picked it up Aug. 28, eastbound, in the afternoon. Car was leaking under door on south side.—Frazier & Son.

C. & N. W. 108380 was standing in the yards Aug. 21 at State Center, Ia., leaking wheat at several places account of loose sheathing.—Elmer H. Goodman, Goodman & Mead.

N. O. T. & M. 2317 passed thru Ransom, Kan., Aug. 26, leaking wheat at door post.—Genesee Grain Co.

N. P. 45028, billed from Harmon, Ill., was left at West Brooklyn, Ill., Aug. 25, for repairs. Car was leaking yellow corn badly at side.—R. E. Jacobs, mgr. West Brooklyn Farmers Elevator Co.

C. & N. W. 112248 passed thru Julesburg, Colo., Aug. 25, leaking corn above the draw bar. Quite a bit ran out in the yard and left a stream of corn down the track as it came into town.—Julesburg Co-op. Grain Co.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Exterminating Weevil?

Grain Dealers Journal: We have in the past read in the Journal a description of methods employed in ridding a country elevator of live weevil, and wish to be advised of the date of the issue containing the best method for removing the weevil. We have all the copies of the Journal for several years back but do not find the information.—Myers-Marshall Grain Co., Jackson, Mich.

Ans.: The most recent article on this subject appeared in the Journal for June 25, page 828. The same data in substance appeared on page 584 of Oct. 25, 1921, number.

Can Shipper Recover on Exchange Membership of Bankrupt Receiver?

Grain Dealers Journal: A firm holding membership in several western exchanges went into bankruptcy owing me a balance on account. These memberships have considerable value and I would like to know who is entitled to the proceeds of their sale. Have the members of the exchange a prior claim?—Montana.

Ans.: Until a few years ago it was supposed that the fellow members of a bankrupt member of an exchange had a prior claim on the value of his membership, as the sale of the membership was subject to the approval of the board of directors; but since the decisions of the courts in the case of Chas. F. Glavin of the Chicago Board of Trade and the case of E. W. Wagner of the Minneapolis Chamber of Commerce in the suit by the Farmers Co-operative Exchange both holding that exchange memberships were property and subject to sale to satisfy all creditors, trustees in bankruptcy are including the memberships in their lists of assets. When there is no rule of the Board requiring the proceeds of the sale of a bankrupt's membership to be applied first to the liquidation of his debts to other members of the exchange all creditors have the right to participate.

On the other hand the Supreme Court of New York in the case of Cohen v. Budd held that "A rule providing that the proceeds of a defaulting member's seat in an exchange are subject first, to the payments of his debts to his fellow members, is valid and not in violation of the bankruptcy law."

One joining an exchange agrees to abide by all the rules and all who deal with him are bound by the same rules to the extent of their dealings. When the rules of an exchange provide that shippers to members of the exchange shall not participate in the sale of proceeds of sale of memberships of a bankrupt until after the claims of members have first been satisfied shippers should be on their guard against failure of the firms with whom they are dealing.

Elsewhere in the Journal is published the decision of Judge Landis on the transfer of memberships to the trustee in bankruptcy.

Time to Buy in Defaulted Contract?

Grain Dealers Journal: If a car of grain was sold and contract showed that shipment was to be made in ten days, providing cars would be available, and at the end of ten days grain was one cent lower than sale and then in another ten days grain advanced three and one half cents, can purchaser buy car in at advanced price over expiration of contract?—Hamler Co-Operative Grain Co., A. W. Roehrig, Manager, Hamler, O.

Ans.: A buyer can not indefinitely extend the time in which to buy in a contract after the date of failure to ship. To authorize buying in later the seller must have accepted an extension of time by subsequent agreement with the buyer.

If shipment was made contingent, in the contract, upon availability of cars, the seller is released if cars were not obtainable.

After having been informed by the seller that shipment can not be made the buyer can wait no longer than the expiration of contract to

buy in elsewhere to get the grain and establish his loss.

The Kansas courts have held as follows:

Upon notice by a seller of grain to the buyer that he will not ship, the buyer may buy in at once and the measure of recovery is the difference between the contract price and the buy in price at the time of such notice. Or the buyer may await the expiration of the contract time of shipment and then buy in, provided, that if between the date of the notice of default and the expiration of the contract time, the buyer can buy in at or below the contract price and thus save any loss, he is required to do so.

Another decision is:

Measure of Damage for Breach of Contract.—Where wheat was bought for shipment during the month of August and the seller breached the contract on Aug. 6 or 7, the measure of damages was the difference between the contract price and the market price at the place of delivery when the wheat would have been delivered if shipped up to the close of Aug. 31.—Wallingford v. Bushton Grain & Supply Co. Supreme Court of Kansas. 164 Pac. 275.

Is Railroad Liable?

Grain Dealers Journal: On Friday, Sept. 8, sparks emitted from a passing locomotive set fire to the grass on railroad ground adjoining my elevator and fire communicated to my elevator, destroying it. The elevator stands on railroad ground and I lease it from the railroad company. The lease I signed states that the railroad company is not liable for any loss caused by them of any kind. The grade of coal they use is very bad, and a poor locomotive set fire to the right of way all along the line and it soon sent a spark to the roof of elevator. Before it was discovered the house was so far gone that nothing could be saved, even the office, 50 feet distant, going up in smoke. The total loss was \$9,500 with \$3,000 insurance. Can the railroad company run a fire starter along the road, setting fire to everything in sight and then evade payment because my lease reads as above?—D. D. Jackson.

Ans.: Following are decisions of the courts holding the railroad company liable:

Fire Starting on Right of Way.—Where a railroad negligently permits dry grass to grow on and incubate its right of way, so that sparks from its engines set fire thereto, which fire spreads to and destroys another's property it is liable for such damage.—Progressive Lumber Co. v. Marshall & E. T. Ry Co. Supreme Court of Texas, 155 S. W. 175.

Combustible Material on Right of Way.—It is actionable negligence for a railroad company to allow rubbish or other combustible materials to accumulate on a right of way near the track so that it will be likely to take fire from sparks necessarily emitted from engines, and as a natural and probable result, ignite and damage another's property.—Carolina, C. & O. Ry. Co. v. Unaka Springs Lbr. Co. Supreme Court of Tenn. 170 S. W. 591.

Precautions Against Fire Adjacent to Right of Way.—One having property adjacent to a railroad right of way is not bound to keep his property in such condition as to guard against the negligence of the railroad company, and he is not required to remove combustible matter therefrom to provide against the consequences of probable negligence of the company in communicating fire thereto.—Southern Ry. Co. v. Darwin. Supreme Court of Alabama. 47 South. 314.

Fire from Railroad Engine.—Where it is apparent that damage would result to the adjacent property of others in the event of a fire started along a railway company's abutting roadbed, it is the duty of the company to render the chance of the escape of fire from its engines less hazardous by keeping its roadbed and right of way clear of fire-breeding and combustible material.—Dowling Lumber Co. v. King. Supreme Court of Florida. 57 South. 337.

Fire from Railroad Engine.—Where shocks and other combustible material was carried by the wind from plaintiff's premises to the right of way of defendant's railroad, and defendant was negligent in permitting such material to remain there, he could not charge plaintiff with contributory negligence in permitting such material to accumulate on his premises in such a manner that the wind might carry it onto the right of way.—Freeman v. Nathan. Court of Civil Appeals of Texas. 149 S. W. 248.

Railway's Liability for Fire from Locomotive. A railway company allowed combustible material to accumulate on its right of way. Sparks from a locomotive set fire to the material and the fire spread and destroyed the property of an individual. Held, that the company was liable for the destruction of the property, tho it was supplied with the best of locomotives and the most approved appliances for preventing the emission of sparks and tho the same was op-

erated by the most skillful engineers.—Hawley v. Sumpter Valley Ry. Co. Supreme Court of Oregon. 90 Pac. 1106.

Fire on Right of Way.—A railroad must keep its right of way clear of combustible materials, and where it permitted grass and weeds likely to be ignited from sparks from its engines to remain on the right of way, and the grass and weeds were set on fire by an engine, and the fire was carried by the wind to adjacent property destroying it, the owner of the adjacent property was entitled to recover tho the railroad was not negligent in its management of the engine setting the fire.—Carter v. Maryland & P. R. Co. Court of Appeals of Maryland. 77 Atl. 301.

Fire from Railroad Engine Question for Jury.—Where it clearly appears that a fire was started on the right of way of a railroad by a passing locomotive which extended to and destroyed adjoining property, and the company, on the trial of an action against it, produces testimony, which was not directly contradicted, tending to show that the locomotive was properly constructed, equipped, inspected and operated, held that it was the province of the jury to determine whether the presumption of negligence, created by the starting of the fire, was overcome, since the jury had the right to weigh the testimony, and to determine whether the witnesses for the company were credible. Following McCullen v. Chicago & N. W. Ry. Co., 101 Fed. 66, 44 C. C. A. 365, 49 L. R. A. 642, and Great Northern Ry. Co. v. Coats, 115 Fed. 452, 53 C. C. A. 382.—St. Louis, I. M. & S. Ry. Co. v. Marlin. Supreme Court of Oklahoma. 125 Pac. 482.

Charged \$500 to Move Telegraf Pole from Elevator Site.

Grain Dealers Journal: About a year ago I applied to the Mo. Pac. R. R. Co. to lease an elevator site and was asked to pick out a location, which I did.

As surveyed by the company's engineer there was on the site a telegraf pole which when I asked them to move it they made a charge of \$150. I thought it too much but finally concluded to put it up, and they wrote me they had ordered the site cleared.

I therefore put in \$200 worth of material and work, when they came back at me with a bill from the Western Union Telegraf Co. for \$500. This was such a hold-up that I promptly quit.

What I wish to know is: Do I have to put up the expense at all? I have had two estimates made by men who are supposed to know and both said \$30 was enough to do it and cover all the expense.—John McClune, Garnett, Kan.

Ans.: Having agreed to furnish the site clear for \$150, and the offer having been accepted, the railroad company is bound thereby.

Never having agreed to pay more than \$150, the lessee can not be held for \$350 additional. If the agreement was put in writing the railroad company can be required to refund the lessee the \$150 paid, having failed to provide the site for which \$150 was the consideration.

It is difficult to understand a bill for \$500 for moving a pole, unless the resetting of other poles was involved, or the telegraf company had to purchase ground on which to place the pole.

Grain Grading at Kansas Fair.

A feature of the Kansas State Fair, held recently in Hutchinson, that was of special interest to grain dealers was the exhibit or display by the U. S. Dep't of Agriculture in which the actual work of inspecting grain was given prominence.

A licensed grain inspector was present at all times, and farmers were invited to bring samples of their grain for grading. When a sample was brought in the inspector proceeded to analyze it just as he would do while working in a regularly organized inspection department at a terminal market, and the farmer was informed of the grade allotted to the sample. He had the additional opportunity of watching the work done, so that he not only learned the grade of his grain but learned, also, how that grade was determined.

Samples graded lower than wagon loads which the same farmers had sold at their local elevators, it being a fact well known in the trade that any grading errors at county buying points are in favor of the farmer rather than against him.

More exhibits of this kind will tend to give the farmer a better opinion of his local elevator man.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Better Feeling at the Country Stations.

Grain Dealers Journal: Farmers are pleased with the better prices due to war flurry, but, as usual they will not begin selling until prices begin to start down.

Our houses are nearly full to roof, but with a car received occasionally, we do not have to shut down. Two cars were seen leaking wheat while passing thru town.

No new improvements are being made here but the two mills and three elevators in town are keeping in good shape to meet the demand when business conditions improve.

Many are feeling jubilant over the favorable result of the water ditch project of bringing surplus water from the Platte river across our county.

The prospect is very unfavorable for seeding winter wheat, as the farmers say there is no moisture in the ground, tho considerable ground was plowed in July.—R. Orcutt, mgr., Farmers Grain & Supply Co., Minden, Neb.

A Sad Experience with Paradichlorobenzene.

Grain Dealers Journal: Our experiment from the recommendation by the U. S. Department of Agriculture in its Bulletin No. 167 of paradichlorobenzene as a fumigant has been very disappointing, as we did not succeed in killing any weevil, but ruined about \$600 worth of feed, besides making milk, butter, eggs and chickens unfit for use for fifty families who used this feed before we learned same was affected.

On July 29 we scattered over the floor of our warehouse, which is 72x210 and 85x220, all connected, 244 pounds of paradichlorobenzene. We left it closed until morning of July 31, when the warehouse was opened thru 22 double doors and entire floor was swept.

The odor of the paradichlorobenzene penetrated the 300 sacks of feed we had in the warehouse and on Aug. 11 still remained in the feed and has ruined it for cow or chicken feed, as the odor shows up in milk and butter from cows and in the eggs and meat of chickens eating this feed. We moved the feed several times, and even placed same out in the sun in the hope that this would draw out the odor, but the odor is still there and the feed is unsalable.

If a sucker is fool enough to follow any of the suggestions of the U. S. Department of Agriculture and they don't work he is the goat.—E. E. Wood, Bay City, Texas.

Profit to Labor.

One of the industries that failed to profit during the war and immediately thereafter was the railroads.

A statement set forth by the Pennsylvania Ry. may be used as generally applying to all the transportation field.

It states that in 1914, average wages on the road per employe were \$850, while today they are \$1,550. The stockholders, numbering 140,000, own an average of 71 shares each. Before the war these 71 shares yielded \$213 per year. During 1921 the stockholders received but \$142 for the same number of shares.

The employes' wages are 82% higher than in 1914, while the stockholder receives but 67% of what he received in 1914.

Labor, in 1921, took 51 cents out of every dollar earned by the railroads, and in spite of

this, reductions have been made in rates, although they are still too far above normal.

Any increase in earnings of railroads that may occur now will be spent for new equipment and liquidation of debts for equipment recently purchased.

Disposal of Proceeds of Sale of Exchange Membership of E. W.

Wagner & Co.

The wide ramifications of the business conducted by the firm of E. W. Wagner & Co., of Chicago, on the grain, stock and cotton exchanges of the country, afford a striking example of the diversity of practice in dividing the proceeds from the sale of memberships in the exchanges.

Memberships were held by E. W. Wagner & Co. in the New York Stock Exchange, New York Cotton Exchange, Cleveland Stock Exchange, Chicago Stock Exchange, Detroit Board of Trade, Indianapolis Board of Trade, Des Moines Board of Trade, Toledo Produce Exchange, Milwaukee Chamber of Commerce, Omaha Grain Exchange, St. Louis Merchants Exchange, Kansas City Board of Trade, Minneapolis Chamber of Commerce, and four memberships in the Chicago Board of Trade.

Liquidation of the bankrupt firm has not yet been completed and some of the memberships have not yet been sold. One of those not yet sold is that in the Minneapolis Chamber of Commerce.

The work of adjusting the settlement with reference to the disposal of exchange memberships has been very much simplified by the fact that the creditors generally have joined in a signed composition of their claims. All but two of the members of the Chicago Board of Trade have done so, thereby relinquishing their rights to make a claim against the transfer of the memberships. The proceeds of three memberships in the names of F. W. Donaldson, C. A. Johnson and E. W. Wagner therefore will be divided among all the creditors. Wagner, Johnson and Donaldson desire to remain members of the Board of Trade, and will pay the cash value of the memberships to the receiver.

A complication has arisen on the transfer of the membership of E. A. Tietgens thru the filing of a claim against the membership of this individual by the Pope & Eckhardt Co. growing out of the sale of a carload of cash grain to E. W. Wagner & Co. just before their failure. Wagner & Co. gave the Pope & Eckhardt Co. a check in payment as usual, but the bankruptcy intervened and the check was returned by the bank dishonored. All other members but one having given up their special claims as members the Pope & Eckhardt Co., if its claim is allowed, stands a fair chance to be paid in full.

Against the membership in the Omaha Grain Exchange there was one claim filed by a fellow member, but when the claimant and Sec'y F. P. Manchester of the Exchange were fully advised by letter by Frank Murphy, in charge of the disposal of the assets, what other creditors were doing, the claimant consented to forego his special lien and participate in the joint settlement.

The membership in the Cleveland Stock Exchange has been filed against by all the Cleveland creditors, so that there will be nothing left for non-members. Wagner & Co. dealt largely on the Cleveland Exchange and had a large number of open accounts there.

Under the laws of Illinois a non-member creditor can not recover on a membership in the Board of Trade. A receiver is not in a much better position; but in the federal courts the trustee in bankruptcy seems to have a right to levy on a membership for the benefit of all the creditors as against the special rights of members, under the decisions against the Board of Trade in the cases of Chas. F. Glavin and Wilson F. Henderson, the latter case being reported fully elsewhere in this number of the Journal.

Tariff Bill Now in Effect.

The tariff bill, drawn up by Senator McCumber and Representative Fordney, and passed by Congress to provide revenue, to regulate commerce with foreign countries, to encourage the industries of the United States, and for other purposes, became a law when President Harding signed it on Sept. 21.

The bill, as it applies to the grain trade, was reported on page 263 of the Journal for Aug. 25.

Elevator Site Rentals Complaint.

The Nebraska Farm Buro Federation and the Nebraska Farmers Co-op. Grain & Livestock Ass'n, thru their attorney, Fred M. Deweese, have filed a complaint with the Railway Commission, asking that the commission exercise its jurisdiction over the rental charged elevator owners by railroads, when the elevator is on railroad right of way.

For many years certain roads have demanded and received rentals from grain shippers far in excess of the 6% of land valuation, and particularly within the last few years rents on some properties have increased from 10 to as high as 1000%.

A specific case, named by Deweese, is one elevator at Dodge, Neb., which had been paying \$18 per annum and was raised to \$76.23 per year by the C. & N. W. Many other elevators suffered like advances, and remedy is asked. A few more complaints by shippers along the same line, will hasten the return of fair rentals for elevator sites.

Do not sign unfair leases. Kick until rentals are reduced.

New Form of Lease Adopted by the Pennsylvania.

The Pennsylvania Ry. is the first of the railroads to fall into line and adopt a lease for the maintenance of side tracks that is fair to shippers and is a distinct improvement over leases that other carriers have been attempting to saddle upon grain shippers.

In many cases the carriers have been forcing grain shippers to pay the entire cost of maintaining side tracks, even tho it may be a public team track. This has been due to the inability of the carrier to collect from others who make frequent use of the track.

The Pennsylvania has recognized the unfairness of this practice and has adopted a lease which is explained in a letter written by Benjamin McKeen, vice-pres. of the road, to the Grain Dealers National Ass'n. His letter follows:

"It has been the general practice of our line to make a charge on the basis of 25 cents a foot per annum where tracks were used like those in connection with the Windfall Grain Co., Windfall, Ind. There seemed to be a feeling on the part of some of our patrons that the charge was not an equitable one, and even prior to the receipt of your letter the subject had been up for consideration.

"Our policy in the future covering side-tracks located on railroad property and used by an industry or the general public in common with the railroad company will be as follows:

"When an industry uses in common with the railroad company, or the public, a side-track located on the railroad company's property, a charge will be made and license executed for the use of the land required by the industry in its use of the track, but no charge will be made for the use of the track. The land charge will be based upon six per cent of the value of the land abutting the property of the industry and lying between the right of way line and the clearance line of the side-track."

"A form of lease in accordance with the above policy has been prepared and will be used in the future."

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Ottawa, Ont., Sept. 12.—The government crop estimate indicates a wheat crop for the Prairie Provinces of 365,045,000 bus. The total wheat yield for the Dominion is 388,000,000 bus., the largest since 1915.

Winnipeg, Man., Sept. 13.—Using the acreage estimated by the Dominion Government we estimate the yield to be as follows: wheat, Manitoba, 3,239,000 acres, 64,456,000 bus.; Saskatchewan, 12,970,000 acres, 249,024,000 bus.; Alberta, 5,262,000 acres, 71,563,000 bus.; or a total of 21,471,000 acres, 385,043,000 bus. Oats in Manitoba is 2,247,000 acres, 101,115,000 bus.; Saskatchewan, 5,782,000 acres, 232,436,000 bus.; Alberta, 2,832,000 acres, 74,765,000 bus., or a total of 10,861,000 acres producing 408,316,000 bus. Barley in Manitoba is 1,033,000 acres, 32,333,000 bus.; Saskatchewan, 498,000 acres, 14,143,000 bus.; Alberta, 523,000 acres, 11,139,000 bus.; or a total of 2,054,000 acres producing 57,615,000 bus. Rye in Manitoba is 278,000 acres, 5,838,000 bus.; Saskatchewan, 1,771,000 acres, 38,076,000 bus.; Alberta, 280,000 acres, 3,388,000 bus.; or a total of 2,329,000 acres which produce 47,302,000 bus. Flax in Manitoba is 62,700 acres, 514,000 bus.; Saskatchewan, 416,500 acres, 2,915,000 bus.; Alberta, 25,000 acres, 152,500 bus.; or a total of 504,200 acres which produce 3,582,000 bus.—E. R. Porter, sec'y Northwest Grain Dealers Ass'n.

ILLINOIS.

Springfield, Ill., Sept. 15.—The declining condition of all late crops, due to the recent extended drought and heat, was relieved at the opening of the week by beneficial rains quite generally ranging from heavy in the north to moderate in the southern area. All farm work has benefited by the change to cooler weather and has continued with but little delay. The bulk of the corn crop was too far advanced to be materially benefited by the rains early in the week. Crop prospects, especially in the southern half of the state, have been reduced somewhat from the September estimate due to the punishing effects of drought and heat continuing up to Sept. 9. These conditions, while adverse to the yield, have greatly improved the merchantable corn outlook. Early fields have been crowded to maturity and most of the remainder is ripening fast. Yields will be uneven due to the prevalence of more or less chaffy corn or nubbins on light soils, late plantings, and in chinch bug spots. Fall plowing, which has been retarded by dry weather quite extensively, has made excellent progress during the week. Some sowing of winter wheat and rye has been done but farmers as a rule will wait for fly free dates before starting this work.—A. J. Surratt, Agricultural Statistician.

Chicago, Ill., Sept. 16.—Thruout the Upper Mississippi Basin States (Ill., Ind., Ohio, Mich., Wis., Ia., Mo., Kan., Neb., Minn., S. D. and N. D.) the temperature the early part of the past week was again above the seasonal normal. The latter part of the week brought showers over quite extended areas; in some instances these showers were heavy. Generally speaking the rain area extended from a point in southwestern Nebraska in a northerly direction along the western boundaries of Nebraska and South Dakota, thence across the northerly part of North Dakota and Minnesota, then south on the east side of the State of Minnesota across the southeasterly two-thirds of Iowa, and nearly down to Oklahoma City. In an easterly direction the rain area extended over parts of Indiana and the northerly portion of Ohio, through sections of Wisconsin, Illinois and parts of Missouri, precipitation was fairly heavy. Besides this large area, there were several smaller local areas of precipitation. In some instances it was a valuable aid to corn. Crops in this great belt are rapidly approaching the state of maturity. Corn has ripened too fast in most instances, and there is considerable complaint that much of it will be chaffy. The hot weather, however, has hastened corn to such an extent that there is not much danger at the present time from frost damage, as much corn is already being cut

and shocked; others will be out of the way of frost within the next ten days. Soil conditions have been much improved for plowing and fall seeding. Temperatures have become considerably lower all over this belt during the latter part of the week. Frosts have occurred in the more northerly and westerly of these states, but have done practically no damage. The States of Iowa, Minnesota, South Dakota and North Dakota are reporting the oat crop as having been a good one. In Kansas the non-saccharine sorghum grains, kafir and milo, are reported to be in good shape although many sections report them cut from 15 to 20% due to hot, dry weather. Flax in Minnesota, South Dakota and North Dakota is reported as good. The States this week all rank just about average with the exception of Wisconsin, Iowa and North Dakota which rank good.—F. Baackes, v. p. American Steel & Wire Co.

INDIANA.

Flatrock, Ind., Sept. 20.—Corn in immediate vicinity is badly cut by dry weather.—W. R. Nading, mgr., Flatrock Elevator.

KANSAS.

Dundee, Kan., Sept. 12.—Weather here is dry and hot, need rain badly.—Dundee Farmers Grain Co.

Jetmore, Kan., Sept. 16.—Wheat is not threshing out as well as expected. Fall seeding progressing nicely and corn is a better crop than most years.—A. H. Ling.

Derby, Kan., Sept. 11.—We have had good rains here, the dry spell having been broken. Farmers are busy plowing for wheat this fall.—E. S. Gross, agt., Larabee Flour Mill Corp.

Hutchinson, Kan., Sept. 23.—The seeding of winter wheat in Kansas is progressing favorably. Many farmers have finished the work, and much wheat is up in the western part of the state. In general, moisture is sufficient to give the plants a good start, a fact in direct contrast with last year's conditions. Kafir and milo are maturing satisfactorily, and there will be a very fair corn crop.—Cal.

MARYLAND.

Washington, D. C., Sept. 20.—Growth and harvesting of crops have progressed satisfactorily since Sept. 1 under generally favorable weather conditions. The drought in the southern states broke about the 10th of the month and showers prevailed over the entire region. Rain is still needed in Colorado. Frosts are reported from Washington, Idaho and South Dakota. In some sections of South Dakota and Minnesota the ground is reported too dry for plowing and the seeding of winter wheat. Corn has been maturing rapidly of late and with a few exceptions is out of danger. In South Dakota the crop on a large acreage was quite backward due to cool temperature delaying its development and suffered severe injury from a heavy frost on Sept. 10. Cutting of corn both for grain and silage is well under way in most parts of the country. In Missouri much of the crop is very backward and an early frost will do much injury. As a rule, plowing for winter wheat and rye is well advanced and seeding is beginning in many areas. Preparation of the land for these crops is somewhat backward in Texas and Oklahoma. Threshing of spring wheat, oats and barley is nearly over. Disappointing yields are reported from many states, but on the whole, while wheat and barley have made good yields, the yields of oats have not averaged high. Buckwheat is generally in good condition and some early fields have been cut. The crop has suffered some injury from frost in Maryland. Threshing of rice has been interfered with by rains in Louisiana and the grain in shocks is deteriorating due to too much moisture. Grain sorghums are being harvested in Oklahoma.—U. S. Dept. of Agriculture.

MICHIGAN.

Lansing, Mich., Sept. 22.—In the southern and western counties, corn has dried up considerably and late planted fields are ripening prematurely and with but few ears on the stalks. There are also many poorly filled ears. In other sections the crop is doing very well. Cutting for both grain and silage is general in southern and central counties. The present outlook forecasts a total crop of 57,634,000 bus., as compared with 66,417,000 bushels produced last year. Oats threshing is well advanced and about completed in southern and central sections. Yields are fairly good and in the best districts are excellent. The quality is also good except in some northern counties, where the crop was more or less injured by rust. The

production is placed at 55,837,000 bushels, as against 28,101,000 bus. grown last year, and 58,806,000 bus. in 1920. Spring wheat is good in the main producing sections of the Upper Peninsula and northeastern counties. The estimated production is 564,000 bushels. The crop of barley is estimated at 5,563,000 bus., which is nearly one and one-half millions more than the light crop of last year. Yields are generally satisfactory and better than anticipated earlier in the season.—Verne H. Church, Agri. Statistician.

NEBRASKA.

Giltner, Neb., Sept. 15.—Corn is about 30% of a crop. Wheat is a fairly good crop this year and oats are light.—P. J. Hohnstein, mgr., Farmers Elevator Co.

Lawrence, Neb., Sept. 14.—Corn will average about 15 to 20 bus. per acre. No wheat is being seeded as yet, farmers are awaiting rain.—J. P. Christianson, agt. Duff Grain Co.

Denton, Neb., Sept. 14.—Wheat in this community was only fair. Corn and oats were badly burned by hot winds. We are badly in need of rain as ground is too dry for wheat to sprout from fall sowing.—H. C. Emme, mgr., Denton Farmers Elevator Co.

NORTH DAKOTA.

Edgeley, N. D., Sept. 12.—Crops have been good the past season.—Chas. W. Knapp, agt. Powers Elevator Co.

OHIO.

North Baltimore, O., Sept. 19.—Crops have not been very good, oats being the lightest in my 18 years of experience. Wheat is of good quality, but is small yield. Corn crop is fair, but the wind blew it down. It is hard to cut.—O. L. Todd.

OKLAHOMA.

May, Okla., Sept. 16.—Wheat sowing in progress now, with some of it up. Fair moisture in ground, but more needed soon. Row crops are short. Late corn is no good, but early corn is fair.—A. S. Elmore.

Chicago, Ill., Sept. 16.—Practically the only corn made in Oklahoma was that planted early. Yields in eastern third of state where crop has done best are averaging around 25 bushels per acre, but elsewhere crop ranges from complete failure to fair yield. The 63% condition on Sept. 1 was ten points above the ten-year average, marking a decline of five points from the Aug. 1 condition. Usually the decline during the month is only 2 points, and based upon the condition figure the forecast indicates an average of 19 bus. per acre on the 3,108,000 acres planted. Hay crop, both tame and prairie, is short of the yields of recent years. The wild hay made before the full effect of the drought was felt yielded fairly well, as did also alfalfa, sudan, timothy and clover. Late sown millet and sorghum was burnt to the ground in most instances. Preliminary estimates point to 1,399,000 tons of tame hay and 470,000 tons of prairie hay. Broom corn based on the 56% condition forecasts a production of 18,300 tons or approximately 5,000 tons less than last year.—S. H. Johnson, v.-p. C. R. I. & P. Ry.

PENNSYLVANIA.

Lititz, Pa., Sept. 15.—The crops here have all been good, the main crops being wheat and corn.—Elmer Eby.

SOUTH DAKOTA.

Eagle Butte, S. D., Sept. 16.—Crops are good, wheat averaging 15 to 35 bus. per acre, oats 30 to 60, barley 20 to 48, flax 10 to 16 and winter wheat 15 to 25. Corn and alfalfa are very good.—H. A. Jahnle, Eagle Butte Equity Exchange.

Blaha (Scotland p. o.), S. D., Sept. 18.—We will have only two-thirds of a corn crop here. We had but one-half of an oats crop on account of the dry season and some damage by hail. Oats only made about 20 bus. to the acre, when in normal years it runs from 50 to 60 bus. The long dry spell here was broken last night by a heavy rain, but it was too late to do any good to the corn.—Farmers Co-operative Co.

TEXAS.

Fort Worth, Tex., Sept. 14.—Texas has produced very little corn and sorghum grains.—Transit Grain & Commission Co.

Waco, Tex., Sept. 16.—Crops are harvested. Oats is still in farmers granaries. Corn is short.—Central Texas Grain Co.

Fort Worth, Tex., Sept. 18.—The northern and central part of Texas, which produces soft wheat, had practically a wheat crop failure this season and what little wheat was produced tested only about 49 to 53 lbs. per bu. In the Panhandle hard wheat only is raised and while the crop was not very extensive and the yield not very good, the quality was as fine as could be all over the Plains, the wheat testing 60 to 62 bus. per acre, harvested dry and in fine condition.—H. B. Dorsey, sec'y Texas Grain Dealers Ass'n.

Passing of Australian Wheat Board.

With the expiration of the wheat marketing act, Federal control of wheat in Australia practically ended Nov. 30, 1921, and on Dec. 31, 1921, the Wheat Board ceased operations, with the exception of clearing up matters relating to the old wheat pools.

The organization was formed during the war, in 1915, for the handling of the wheat crop and since it began operations has handled 639,139,000 bus. of wheat from the four principal wheat-producing states of New South Wales, Victoria, South Australia and Western Australia. The total grain handled was distributed as follows: Wheat shipped, 357,914,000 bus.; flour shipped, 63,721,000 bus.; local sales, 207,184,000 bus.; shipper's stocks, 1,004,000 bus.; miller's stocks, 118,000 bus.; and stocks adjustment, 9,198,000 bus.; all of which makes the total given above.

Upon the expiration of a central control of wheat pools, growers have organized independently in the four principal states and are continuing the practice of pooling wheat. The pool organized in Victoria has the financial support of the state government which guarantees growers 4 shillings per bushel, less 8 pence for handling charges. Receiving agents for the pool at country stations issue wheat certificates for grain received and the growers are able to receive payment upon presentation of the certificates at banks. North American dealers would be delighted with 16 cts. per bushel for handling. Evidently the pool champions are robbing the farmers.

In Queensland, the state wheat controls, and guarantees 3 shillings per bushel, subject to weight. The states of New South Wales and South Australia take advantage of the federal government guarantee of 3 shillings net per bushel. In Western Australia the wheat marketing bill enacted provides for a compulsory pool in that state and guarantees 3 shillings net per bushel to the growers.

CORN OIL has greatly increased the usefulness of corn, states A. F. Sievers of the Dept. of Agri., and from 80 to 100 million pounds of it are produced in this country annually as a by-product of the hominy and cornstarch industries. The oil is used for all purposes for which cottonseed and peanut oils are used, being edible.

New York Dealers Meet.

The New York State Hay & Grain Dealers Ass'n held its annual meeting recently at Rochester, N. Y.

Among other things, the ass'n adopted the federal standards of grading hay.

Silas L. Strivings, pres. of the New York State Federation of Farm Buros, spoke on co-operative ass'ns and stated that farmers co-operative ass'ns and farm pools are an attempted solution of the desperate plight that farmers are finding themselves in.

Officers elected for the new year are Jay B. Bradley, Interlaken, pres.; E. A. Dillenbeck, New York City, vice-pres.; C. K. Jones, Weedsport, sec'y-treas. Directors are O. D. Hewitt, Locke, and Warren H. Dean, Auburn, in addition to the officers.

Coming Conventions.

Oct. 2, 3 and 4. Grain Dealers National Ass'n at New Orleans, La.

Dec. 5, 6, and 7. The South Dakota Farmers Grain Dealers Ass'n, Watertown, S. D.

Buckwheat Crop Report.

According to the U. S. Dept. of Agri. the U. S. produced 14,079,000 bushels of buckwheat in 1921.

The following table shows the condition and production of buckwheat on Sept. 1, as reported on Sept. 16:

	Condition, Sept. 1, 1921.	Production, 1922, forecast from condition, Aug. 1, Sept. 1.
	10-yr. av. 1922.	1,000 bus. 1,000 bus.
	Pct. Pct.	
Maine	90 89	339 342
New Hampshire	92 95	27 27
Vermont	90 90	99 99
Massachusetts	91 92	19 18
Connecticut	90 90	37 38
New York	85 91	4,164 4,259
New Jersey	86 86	164 162
Pennsylvania	88 85	4,698 4,536
Delaware	85 86	135 132
Maryland	88 82	164 125
Virginia	85 84	360 343
West Virginia	89 84	683 667
North Carolina	87 88	103 100
Ohio	87 85	445 439
Indiana	82 78	105 101
Illinois	84 84	101 92
Michigan	81 80	632 612
Wisconsin	83 84	688 653
Minnesota	86 75	499 468
Iowa	87 92	80 83
Missouri	78 60	14 11
Nebraska	85 70	19 15
Kentucky	84 75	158 138
Tennessee	84 83	55 53
United States	86.2 85.7	13,788 13,511

Buckwheat Crop Reports.

Lena, Wis., Sept. 21.—Acreage of buckwheat is about the same as last year, with the yield somewhat better.—J. N. Bassett.

Lansing, Mich.—Heat has effected buckwheat in Michigan and some of the top bloom has been blasted. A crop of 622,000 bus. is estimated for this year, which is practically the same as last year.—Church, statistician.

Indianapolis, Ind.—Condition of buckwheat in Indiana on Sept. 1 was 78% of normal, or 5 points under the Aug. 1 condition. A total of 100,620 bus. is the production estimated compared with 114,000 bus. harvested last year.—Kirk, statistician.

Benton, Pa., Sept. 18.—Buckwheat acreage is the same as last year, but yield is about 50% due to very dry weather. Have had no rain for 8 weeks. Some grain is coming in of good quality and will be grinding by Oct. 1.—John J. Mather, prop. Benton Roller Mills.

Minneapolis, Minn., Sept. 18.—The quality of the buckwheat crop in this locality is very inferior to last year and the crop is short as far as yield per acre is concerned. Movement is very slow due to the lateness of the crop and the car supply.—Quinn Shepherdson Co.

Cadillac, Mich., Sept. 20.—Our observations tell us there will be much less buckwheat than last year. We would estimate only 50% or less acreage than last year. The crop appears to be good and yield per acre will no doubt be about the same as last year.—Harris Milling Co.

Bloomsburg, Pa., Sept. 21.—The acreage of buckwheat here is about 80% of average. The early buckwheat was more or less damaged by the hot weather, reducing the yield to about 75%. Late grain looks well and if not caught by frost will probably turn out 100% yield.—The White Milling Co.

Minneapolis, Minn.—Buckwheat in Minnesota has been hurt by dry weather and the condition on Sept. 1 was 75% of normal, which would indicate a probable crop of 468,000 bus., compared with 432,000 bus. last harvest. There was an increased acreage seeded this year.—Kirk, statistician.

Kitzmillier, Md., Sept. 20.—Relative to the buckwheat crop in this district, we think the acreage is about the usual amount, but on account of the very dry weather together with the heavy frost in August which caused a loss, the crop will be a comparatively short one, probably not one-half as much grain as last year.—Rafters Mill Co.

Madison, Wis.—The condition of buckwheat in Wisconsin declined from 91% on Aug. 1 to 84% on Sept. 1, compared to 77% a year ago, and a 10-year average of 84.3%. Production is given at 653,000 bus. as against 688,000 bus. forecasted on Aug. 1, 596,000 bus. produced last year and a 5-year average of 423,000 bus.—J. A. Becker, Wisconsin Co-op. Crop Reporting Service.

Wyalusing, Pa., Sept. 20.—We estimated Bradford County buckwheat crop at 80% of average, based on 70% of average acreage with yield per acre above average. Sowing of normal acreage was prevented by wet weather. Nearly all fields came thru in excellent shape, with all danger from frost passed. Crop will start to move by Oct. 1, unless delayed by wet weather, which we expect will cause two weeks' delay. This is our usual experience.—Welles Mill Co.

Butler, Pa., Sept. 16.—The buckwheat acreage this year is about the same as last year or possibly a little larger. Up to within two weeks ago, the growing condition was very good. There is considerable complaint now that the buckwheat has not filled well and in some sections it is reported that the yield will only be one-half as much to the acre as last year. The loss in yield is caused by the hot sun ripening the buckwheat before it is properly filled. Some buckwheat is cut but little if any has been thrashed so that it is not possible to give an estimate of the yield per acre at this time. The general movement of buckwheat does not start until late September or early October.—Paul E. Eisler, mgr., H. J. Klingler & Co.

THE EUROPEAN Corn Borer has been discovered in Wyoming County, New York, and the towns of Attica, Bennington, Middlebury, Sheldon, Orangeville, and Warsaw have been quarantined by the U. S. Bureau of Entomology. All means of spreading the pest are being carefully watched.

New President of Winnipeg Grain Exchange.

By acclamation of members of the Winnipeg Grain Exchange, J. B. Craig was recently elected president.

He has served the exchange in other capacities, having been a member of the Executive Council, and last year serving as vice-president. He is also a past president of the Northwest Grain Dealers Ass'n.

At present he is vice-president and general manager of the Central Grain Co., Ltd., and vice-president of the Mutual Grain Co., Ltd.

His intimate knowledge of all phases of the grain trade, coupled with his many years' service, make him highly esteemed in business circles, and promises a successful administration of the office for the ensuing year.



J. B. Craig, Winnipeg, Man., President Grain Exchange.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Winnipeg, Man., Sept. 13.—The final summary of the 1921 wheat crop shows that 229,195,000 bus. of wheat were inspected, wheat in farmers' hands and country elevators was 2,000,000 bus., and wheat used for seed, feed and country mills was 42,000,000 bus., making a total wheat crop of 273,195,000 bus. Oats inspected was 61,492,000 bus.; compared with 72,-

606,000 bus. last year. Barley inspected was 13,688,000 bus.; compared with 14,642,000 bus. last year. Rye inspected was 4,312,000 bus.; compared with 3,063,000 bus. last year. Flax inspected was 2,750,000 bus.; compared with 5,590,000 bus. last year.—E. R. Porter, sec'y Northwest Grain Dealers Ass'n.

Peoria, Ill.—Receipts of grain in bus. at this market, compared with 1921 were as follows during August: wheat, 1,310,450 in 1922 and 708,420 in 1921; corn, 1,730,550 in 1922 and 1,502,150 in 1921; oats, 1,379,000 in 1922 and 1,685,140 in 1921; rye, 28,800 in 1922 and 9,600 in 1921; barley, 32,200 in 1922 and 54,600 in 1921. Shipments of grain in bus., compared with 1921 were: wheat, 1,381,150 in 1922 and 328,450 in 1921; corn, 1,295,395 in 1922 and 521,100 in 1921; oats, 1,074,600 in 1922 and 604,700 in 1921; barley, 21,000 in 1922 and 54,600 in 1921; rye, 19,200 in 1922 and 13,200 in 1921.

Dundee, Kan., Sept. 12.—The car shortage is very bad here. Each elevator in Dundee has

had one car to load out in the last 30 days.—Dundee Farmers Grain Co.

Susank (Hoisington p. o.), Kan., Sept. 16.—Grain movement from the farms is very slow, in fact, there is hardly anything moving at all. Crops were good, but farmers are holding for better prices.—C. W. Sunquist, mgr. Farmers Union Co-op. Elevator & Supply Co.

Hopkins, Mich., Sept. 13.—Not much grain moving at present.—Hopkins Elevator Co.

St. Louis, Mo.—Receipts of grain in bus. at this market during August compared with August, 1921, were as follows: wheat, 7,058,479 against 7,160,672; corn, 2,568,800 against 2,394,800; oats, 2,580,000 against 2,519,000; rye, 49,824 against 57,675; barley, 59,200 against 76,922. Shipments of grain at this market in bus. during August compared with August, 1921, were as follows: wheat, 6,379,160 against 5,382,260; corn, 1,771,790 against 1,924,130; oats, 2,155,075 against 1,994,365; rye, 40,370 against 7,860; barley, 18,060 against 21,430.

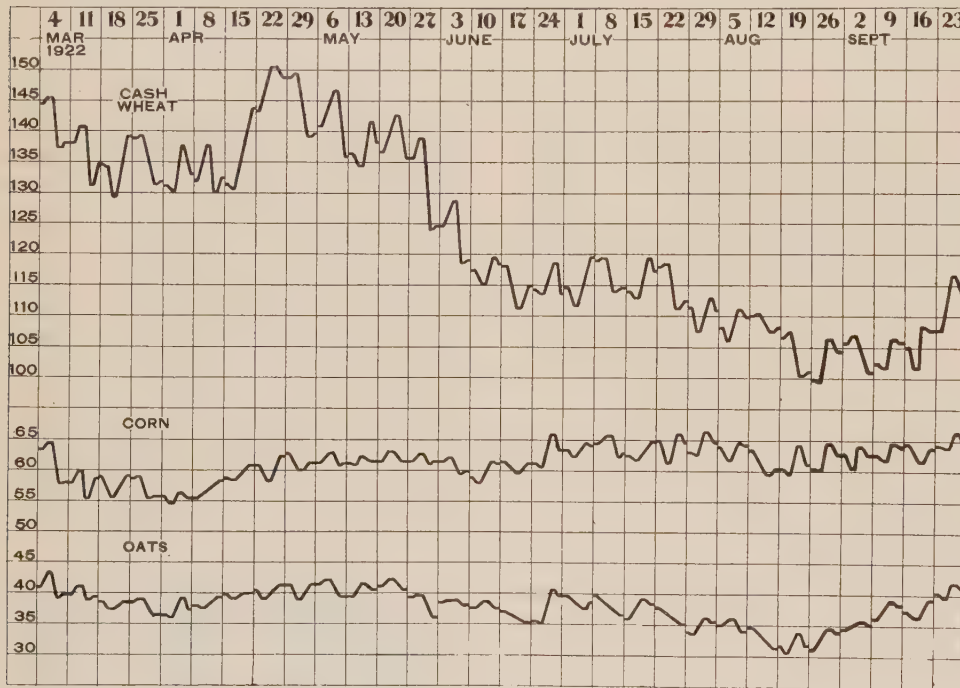
Clyde, Okla., Sept. 18.—All the elevators are full of wheat in this vicinity and cannot get cars to haul it.—Clyde Co-op. Ass'n, C. W. Rosebery, mgr.

Philadelphia, Pa.—Receipts of grain in bus. at this market during August were as follows: wheat, 5,443,602; corn, 476,205; oats, 344,563. Shipments during the same period were: wheat, 4,250,265; corn, 652,160; oats, 29,944, and rye, 268,204.

Brentford, S. D., Sept. 15.—We operate three elevators at this station and all are full, with no cars available.—Farmers Union Grain Co.

Cash Wheat, Corn and Oats Fluctuations from Feb. 27 to Sept. 23.

Opening, high, low and closing average prices of No. 2 red winter wheat, No. 2 mixed corn and No. 2 white oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each week a few cents above or below the extreme charted.



Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for December delivery at the following markets for the past two weeks have been as follows:

DECEMBER WHEAT.

	Sept. 11.	Sept. 12.	Sept. 13.	Sept. 14.	Sept. 15.	Sept. 16.	Sept. 18.	Sept. 19.	Sept. 20.	Sept. 21.	Sept. 22.	Sept. 23.
Chicago	102	101	100%	99%	101%	101%	105%	103%	106%	106%	108	106
Toledo	113½	112½	112½	111½	113½	113½	116	114½	117	116½	118½	116½
Kansas City	95½	94	94	93½	94½	94½	98½	97	100½	99½	101½	99½
St. Louis	100%	99%	99%	98%	100½	100%	104%	102%	105%	105%	107½	105½
Minneapolis	102½	101½	101½	100%	102%	103½	106½	104½	107	105½	108½	106½
Duluth (durum)	86½	85%	85½	84%	85%	85%	88½	86½	89%	89½	90%	87%
Winnipeg	94½	93%	93½	91%	93%	92½	97½	94½	97½	97½	100½	97
Milwaukee	101½	101	100%	99%	101½	101½	105%	104	107	106½	108½	105½

DECEMBER CORN.

	Sept. 11.	Sept. 12.	Sept. 13.	Sept. 14.	Sept. 15.	Sept. 16.	Sept. 18.	Sept. 19.	Sept. 20.	Sept. 21.	Sept. 22.	Sept. 23.
Chicago	57½	56%	56%	56½	57%	57%	58	59%	59½	59½	58½	58½
Kansas City	51½	50%	51	50½	52	52	52½	52½	54½	54½	55½	54
St. Louis	56%	55%	55%	55½	56½	56½	57½	57½	59	58½	59%	58½
Milwaukee	57½	56½	56½	56½	57%	57½	57%	58	59%	59½	59%	58½

DECEMBER OATS.

	Sept. 11.	Sept. 12.	Sept. 13.	Sept. 14.	Sept. 15.	Sept. 16.	Sept. 18.	Sept. 19.	Sept. 20.	Sept. 21.	Sept. 22.	Sept. 23.
Chicago	35	34½	34½	34½	35%	35%	36½	36½	37½	37½	37½	36½
Kansas City	34½	34½	34½	34½	35%	35%	36½	36½	38	37½	37½	36½
St. Louis	34½	34½	34½	34½	34½	34½	36½	36½	37½	37½	38	37½
Minneapolis	30½	29%	29%	30½	30½	31½	31	32½	32	32½	32½	31½
Winnipeg	38½	37½	37½	38	38	39½	38½	40½	39½	40	39½	38½
Milwaukee	35	34½	34½	34½	35%	35%	36½	36½	37½	37½	37½	36½

DECEMBER RYE.

	Sept. 11.	Sept. 12.	Sept. 13.	Sept. 14.	Sept. 15.	Sept. 16.	Sept. 18.	Sept. 19.	Sept. 20.	Sept. 21.	Sept. 22.	Sept. 23.
Chicago	71½	70½	70	69½	71½	70½	72½	71½	72½	72½	73½	71½
Minneapolis	65½	63½	64%	64	65	64½	67½	66½	67½	67	67½	66½
Duluth	66½	65%	65%	65½	66%	65½	67½	67	68½	68	68½	67½
Winnipeg	66½	65½	65½	64½	65%	65½	67½	66½	67½	66½	68½	66½

DECEMBER BARLEY.

	Sept. 11.	Sept. 12.	Sept. 13.	Sept. 14.	Sept. 15.	Sept. 16.	Sept. 18.	Sept. 19.	Sept. 20.	Sept. 21.	Sept. 22.	Sept. 23.
Chicago	55½	55	55½	55	55%	55½	56½	56½	57½	57½	58	58
Minneapolis*	49½	48	49	50	50½	51½	53½	52½	54	55	56	54½
Winnipeg	51%	51	50½	49½	50	50½	52½	51½	52½	52½	53½	52½

*September future.

How to Overcome Scarcity of Coal.

The Chamber of Commerce of the United States states authoritatively in a circular of Sept. 16 addressed to American industries by Julius H. Barnes, pres., that

It is obvious that the bituminous coal problem is one solely of transportation, as the productive capacity of the mines is able not only to care for current needs but at the same time quickly to rehabilitate stocks. The railways are able to handle current supplies and any shortage is due to the inability of transportation to handle both problems of current supplies and re-establishment of stocks during the readjustment of the railway strike. This situation greatly disturbs the normal readjustment of prices under the law of supply and demand. It was felt, however, that a correction to this situation could be quickly realized if all American industry would co-operate in doing these specific things:

1st. Confine purchases of coal under present conditions as closely to current needs only as safety permits.

2nd. Suspend accumulation of advance stocks of coal until the present emergency pressure on production is relieved. This particularly applies to persons having low price contracts and who are, therefore, under no price pressure to withhold immediate delivery.

3rd. Unload coal cars immediately and return them to service.

4th. Promptly furnish material required for new railroad equipment or repairs.

We believe that if the business public will devote itself to these remedies and to others suggested by its own local conditions and by its own experience, a few weeks of favorable developments may provide correctives in this American way by co-operation instead of increasing regulation, and this would be gratefully welcomed by the Federal Administration.

The Chamber of Commerce of the United States has, at the request of the Administration and the representatives of all organizations at this conference, tendered its services and undertaken the responsibility of organizing a definite campaign throughout the country for this purpose. It is felt that responsible business men will realize that if such a campaign can be made successful it will have relieved the whole business fabric greatly of a highly disturbing element in coal distribution and prices, and beyond this, and perhaps of even more precious value, it will relieve the Federal Administration and the State Governments of the necessity of increasing regulatory legislation in peace times that must have a serious effect upon our whole future.

Due to extended drouth, Texas will again be buying grain from northern markets in large quantities.—Transit Grain & Commission Co., Fort Worth, Tex.

G. D. N. A. at New Orleans, Oct. 2, 3 and 4

New Orleans Will Entertain.

For visitors to New Orleans attending the convention of the Grain Dealers National Ass'n the grain dealers of New Orleans have provided elaborate and unique entertainment.

There will be no stereotyped banquet or other similar function, but instead a "smoker" where some original entertainment "stunts" will be provided for the enjoyment of the visitors. There will also be a boat ride around the harbor on an old style Mississippi river steamboat with dancing on board and music supplied by a colored band that specializes in old southern melodies. The visiting ladies, too, are to be most enjoyably entertained as a glance at the program shows.

The local com'te of arrangements is: R. F. Clerc, C. M. Milan, W. L. Richeson, E. Nathan, James Thomas, R. C. Jordan, George B. Harrison, John T. Gibbons, Jr., H. L. Daune, Charles F. Sanford, C. S. Leach, G. P. Gaiennie.

The ways and means com'te is composed of: H. L. Daune, chairman; entertainment, W. L. Richeson, chairman; harbor trip, Charles F. Sanford, chairman; transportation, A. Nathan, chairman; theater, R. O. Jordan, chairman; publicity, R. F. Clerc, chairman; smoker, James Thomas, chairman; badges and program, G. P. Gaiennie, chairman.

THE OMAHA GRAIN EXCHANGE will be officially represented at the New Orleans meeting by Pres. Chas. H. Wright and Sec'y Frank P. Manchester.

THE CHICAGO BOARD OF TRADE will be officially represented at the New Orleans meeting of the G. D. N. A. by W. E. Hudson, L. F. Gates, Earl Combs, H. N. Sager, E. A. James and Adolph Kempner.

A SPECIAL CAR to go to the annual convention of the G. D. N. A. at New Orleans, Oct. 2, 3 and 4, will be chartered by members of the Kansas City Board of Trade.

MILWAUKEE, WIS.—H. A. Plumb, sec'y; M. H. Ladd, chief weigher, and A. A. Breed, chief inspector of the Chamber of Commerce, have been appointed to represent the Chamber at the coming convention of the Grain Dealers National Ass'n at New Orleans, Oct. 2, 3 and 4.

THE TRIUNE NATURE of man as evidenced by his social, mental and material instincts will be amply rewarded by the unsurpassed hospitality, the brilliant program and the opportunity for serviceable labors that await those who attend the New Orleans convention.—B. E. Clement, president.

A FARE AND ONE-HALF for the round trip for members of the National and affiliated associations and their relatives, has been granted by the railroads, on account of the New Orleans convention. The sec'y of the National Ass'n will send each member a certificate to be presented when purchasing his ticket.

THE LOCAL GRAIN AND SHIPPING interests will spare no effort or expense to make the visit of the delegates both pleasant and profitable. On behalf of the grain and shipping interests of New Orleans and the members of the New Orleans Board of Trade, I take great pleasure in extending a most hearty invitation to all members of the Grain Dealers' National Association, and to all grain dealers in the country, irrespective of their affiliations, to attend the convention.—Thomas F. Cunningham, President New Orleans Board of Trade.

Weighmasters-Scaleman's Conference.

The Weighmaster's-Scaleman's conference will hold the 5th annual meeting at the Gruenewald Hotel, New Orleans, October 2nd, 2 P. M. The question of forming a permanent organization will be considered.

It is expected that the QUESTION BOX will bring any important problems before the conference. Delegates without pertinent questions in their pocket, written on a blank sheet of paper will be requested to retire and write up some real puzzlers. Edison's Questionnaire is barred.

THE NATIONAL HAY ASS'N, thru its Pres. Raabe, has appointed a committee to represent it at the convention of the G. D. N. A. at New Orleans, Oct. 2, 3 and 4. Those on the committee are Rudolph Raabe, Ft. Jennings, O.; J. V. Ferguson, New Orleans, La.; and J. Vining Taylor, Winchester, Ind.

G. D. N. A. Conventions for 26 Years.

1896, Nov. 9, Chicago, Ill., Ass'n organized.
1897, June 29-30, Des Moines, Ia.
1898, Nov. 2-3, Chicago, Ill.
1899, Oct. 18-19, Chicago, Ill.
1900, Nov. 20-21, Indianapolis, Ind.
1901, Oct. 2-3, Des Moines, Ia.
1902, Oct. 1-3, Peoria, Ill.
1903, Oct. 6-8, Minneapolis, Minn.
1904, June 22-24, Milwaukee, Wis.
1905, June 2-3, Niagara Falls, N. Y.
1906, June 4-5, Chicago, Ill.
1907, Oct. 2-3, Cincinnati, O.
1908, Oct. 15-17, St. Louis, Mo.
1909, Oct. 6-8, Indianapolis, Ind.
1910, Oct. 10-12, Chicago, Ill.
1911, Oct. 9-11, Omaha, Neb.
1912, Oct. 1-3, Norfolk, Va.
1913, Oct. 14-16, New Orleans, La.
1914, Oct. 12-14, Kansas City, Mo.
1915, Oct. 11-13, Peoria, Ill.
1916, Sept. 25-27, Baltimore, Md.
1917, Sept. 24-26, Buffalo, N. Y.
1918, Sept. 23-25, Milwaukee, Wis.
1919, Oct. 13-15, St. Louis, Mo.
1920, Oct. 11-13, Minneapolis, Minn.
1921, Oct. 3-5, Chicago, Ill.
1922, Oct. 2-3-4, New Orleans, La.

Program New Orleans Meeting of G. D. N. A.

WEDNESDAY, OCT. 4, 9:30 A. M.

Address—Fairfax Harrison, President of the Southern Railway System.

Address—"Soapbox" Jack O'Brien, Toledo, Ohio.

Feed Products Committee—E. C. Dreyer, chairman, St. Louis, Mo. Mr. Dreyer will present to the general convention for its adoption the changes made in the feed rules at the group meeting of feed dealers.

Arbitration Appeals Committee—Elmer Hutchinson, chairman, Arlington, Ind.

Arbitration Committee No. 1—C. D. Sturtevant, chairman, Omaha, Neb.

Arbitration Committee No. 2—F. B. Bell, chairman, Milwaukee, Wis.

Arbitration Committee No. 3—S. L. Rice, chairman, Metamora, O.

Arbitration Committee No. 4—E. W. Crouch, chairman, McGregor, Tex.

Arbitration Committee No. 5—H. C. Gamage, chairman, Kansas City.

Arbitration Committee No. 6—I. C. Sanford, chairman, Portland, Ore.

Feed Arbitration Committee—J. H. Caldwell, chairman, St. Louis.

WEDNESDAY, OCT. 4, 1:30 P. M.

Milling and Grain Joint Committee—Frank Kell, chairman, Wichita Falls, Texas.

Merchant Marine—C. B. Fox, chairman, New Orleans, La.

Crop Reports—E. J. Smiley, chairman, Topeka, Kan.

International Relations—W. B. Bashaw, chairman, Montreal, Canada.

Hay and Grain Joint Committee—W. I. Biles, chairman, Saginaw, Mich.

Unfinished Business.

Election and installation of officers.
Adjournment.

ENTERTAINMENT.

Tuesday afternoon, Oct. 3, ladies and gentlemen will make a harbor trip on an old style Mississippi River steamboat. On this trip everyone will be given an opportunity to view the whole harbor, see the magnitude of the port and inspect the port facilities. Refreshments will be served and there will be dancing on board. Music will be supplied by a celebrated colored band which specializes in old Southern melodies.

Monday night, Oct. 2, for the ladies—Theatre party.

Tuesday morning, Oct. 3—Automobile trip in private cars around the city with a luncheon at the Country Club.

Tuesday night, Oct. 3—Theatre party for the ladies.

Wednesday morning, Oct. 4—Walking trip for the ladies through the French quarter and historical section of the old city.

Monday night, Oct. 2, for the men—Boxing exhibition at one of the local arenas.

Tuesday night, Oct. 3—Smoker on the floor of the Board of Trade Building.

MONDAY, OCT. 2, 9:30 O'CLOCK.

Call to order by the President.

Congregational singing, led by J. R. Murrel, Jr., of Cedar Rapids, Ia. Each session of the convention will be opened by a few minutes of congregational singing led by Mr. Murrel. This is merely to promote good fellowship and start each session off with animation. Patriotic and popular songs will be sung.

Invocation.

Address of welcome on behalf of the City of New Orleans—Hon. Andrew J. McShane, Mayor.

Address of welcome on behalf of the state of Louisiana—Hon. John M. Parker, Governor of Louisiana.

Address of welcome on behalf of the New Orleans Board of Trade—Thomas F. Cunningham, President.

Response on behalf of the Grain Trade—F. G. Horner, Lawrenceville, Ill.

President's Annual Address—B. E. Clement, Waco, Tex.

Report of the Secretary-Treasurer—Charles Quinn, Toledo, Ohio.

MONDAY, 1:30 P. M.

Address—"A Prussianized State"—Hon. A. O. Stanley, United States Senator from Kentucky.

Note.—A group meeting of feed dealers to discuss proposed changes in the feed rules will be held immediately following the address of Senator Stanley.

Transportation—Henry L. Goemann, chairman, Mansfield, Ohio.

Telephone and Telegraph Service—F. G. Horner, chairman, Lawrenceville, Ill.

Uniform Grades—W. S. Washer, chairman, St. Joseph, Mo.

Committee on Rejected Applications—D. M. Cash, chairman, Mansfield, Ohio.

TUESDAY, OCT. 3, 9:30 A. M.

Address—Hon. Mark W. Potter, Interstate Commerce Commissioner, Washington, D. C.

Legislation—A. E. Reynolds, chairman, Crawfordsville, Ind.

Address—Dr. H. C. Taylor, chief of the Bureau of Agricultural Economics, Washington, D. C.

Trade Rules—F. E. Watkins, chairman, Cleveland, Ohio.

Membership—E. F. Huber, chairman, Minneapolis, Minn.

Presentation of booster prizes.

TUESDAY AFTERNOON.

There will be no afternoon session of the convention on Tuesday, Oct. 3. Those attending the convention will be taken for a boat ride around the harbor in a passenger steamer chartered for the trip. There will be music and dancing on board.

Improved Receiving Facilities at New Orleans Public Elevator.

The volume of grain passing thru the port of New Orleans has shown a satisfactory growth during recent years. The receipts of grain during the calendar year of 1921 were the heaviest in recent years, the total being 72,170,000 bus., following the excellent record made the preceding year at 58,181,948 bus. In 1918 the receipts were 45,598,000 bus., and in 1915, 35,647,000 bus., thus showing a progressive increase.

Last year's receipts at New Orleans were divided among the different grains as follows: Wheat, 55,903,904 bus.; corn, 13,757,818 bus.; oats, 598,315 bus.; barley, 831,439 bus., and rye, 1,079,227 bus. In 1918 New Orleans received 18,357,856 bus. of oats, and the receipts of the different grains have fluctuated considerably in different years, responding to crop conditions in the Mississippi Valley and market conditions abroad, the receipts of wheat that year being only 10,480,000 bus., oats then exceeding wheat by 8,000,000 bus.

Most of the grain arriving at New Orleans in the early days arrived in river barges from St. Louis, and it was not until the 80's that the receipts by rail became heavy and in the 90's that the railroads monopolized the traffic. This diversion of trade from the river to the rail lines was continued by the provision of facilities by the railroad companies for unloading grain. Elevators were built by the Illinois Central, the Yazoo and Mississippi Valley Railroad and the Texas & Pacific. The barge line operated by the old St. Louis & Mississippi Valley Transportation Co. was discontinued and the floating elevators were burned.

The re-establishment of river transportation for grain in recent years has become an accomplished fact and there are now about 50 barges in service, contributing materially to the usefulness of the river grain unloading facilities provided by the Board of Commissioners of the Port in connection with the new Public Elevator. Since it was built the Public Elevator has received 14,000,000 bus. of grain from barges since February, 1917, out of the total of 135,000,000 bus. unloaded at this one house. During the season of 1921-22 there was handled from barges 8,209,000 bus., against 3,435,000 bus. in the season of 1920-21, and 1,190,000 bus. in the season 1919-1920. This growth in the river traffic fully warrants the latest addition in the form of the new marine leg to the facilities of the Public Elevator.

Altho well equipped to unload grain from cars and possessing a pneumatic marine leg, the Public Elevator of the Board of Commissioners of the Port of New Orleans has needed a regulation marine leg of larger capacity to receive grain brought down the Mississippi River in increasing quantities by barges. For the 7 months prior to June 1 these barges handled over 5,000,000 bus. of grain, mostly corn.

The new marine leg just completed is an independent unit and makes connection with the already existing plant thru the conveyor gallery hitherto used for loading grain into ocean steamers. To handle the grain elevated by the marine leg the existing gallery was altered and equipped with an additional conveyor belt, made reversible so as to serve for both unloading and loading.

From the marine leg grain is conveyed by belt to the old marine tower thru a new conveyor tunnel a distance of 250 feet at the ground level. In the marine tower is a new lofter leg which elevates the grain to the reversible belt in the shipping gallery. A new, short lofter leg had to be installed in the already existing marine tower to put the grain upon the conveyor belts running into the working house. Thus there are three elevations before the grain reaches the working house, there to be again elevated and weighed.

A boom 45 feet long pushes the marine leg out from the tower over the hold it is desired to reach. The base of this boom within the building moves in a crosshead horizontally. The rise and fall of the leg is con-

trolled by a hoist in the top of the marine tower. The leg has the unusual range of 48 feet between upper and lower working positions, to accommodate the changing level of the Mississippi River.

The leg itself is 70 feet from center to center of pulleys and its belt is provided with Minneapolis V buckets 20x8 ins., spaced 10 ins. centers, giving a capacity of 15,000 bus. per hour. The head pulley is 72 ins. in diameter, split, with 23½ ins. face, rubber covered, on a shaft having two 5-groove sheaves 84 ins. in diameter, for ¾-inch marine covered wire rope, and runs 46.4 r.p.m. The clean-up shovels in the hold of the barges are driven by manila ropes running up the leg and to two double automatic shovel machines in the tower which are driven by Link Belt Silent Chain from a 20-h.p. squirrel cage electric motor running 900 r.p.m. A 50-h.p. electric motor running 600 r.p.m. drives the leg by Link Belt Silent Chain and a 20-h.p. motor rated 1,200 r.p.m. moves the crosshead. The 40 and 100-h.p. conveyor belt drives have Link Belt Silent speed reduction.

The motor driving the crosshead machinery uses current at 440 volts and runs 1,167 r.p.m. On its shaft is a rawhide pinion with 17 teeth, meshing with a cast iron gear having 74 teeth and 4 in. face on a shaft which in turn has two cast iron gears driving the screws that move the crosshead.

The induction motor driving the hoisting sheaves uses current at 440 volts, but its pinion has a Link Belt Silent Chain drive, the chain having 1¼-inch pitch and the sprockets 17 and 84 teeth. On the gear shaft are two 7-groove sheaves 30 ins. in diameter for ¾-inch marine covered wire rope.

The lofter leg in the drive tower is 96 feet from center to center of head and boot pulleys. Its belt has two rows of 18x8 inch V buckets spaced 12 inches apart at centers. The head pulley is 72x36 ins. rubber covered. The drive is an 11-groove 84-inch sheave for 1¼ inch

rope driven by Link Belt Silent Chain, the countershaft having a 38-inch sheave running 96 r.p.m. The motor is 75 h.p.

The lofter leg in the marine tower raises the grain 56 feet and also has buckets 16x8. It is driven by a 50-h.p. motor running 600 r.p.m., with speed reduced to 96 r.p.m. by Link Belt Silent Chain Drive, to countershaft having an 8-rope drive to the head pulley shaft. This leg has an Edmonds Automatic Take-up. The marine leg tower is equipped with a Humphreys Man Hoist.

The new unit was erected by A. M. Crain & Co., and the machinery was furnished by the Webster Mfg. Co. It was designed by J. A. McNiven, special engineer, working under the direction of Chief Engineer Gallagher.

The Public Elevator of which the new marine leg is a part is situated on the Public Belt Railroad and is a valuable addition to the grain handling facilities of the port. The elevator and its working house can find separate room for all the kinds and grades of grain grown in the Mississippi Valley, the plant having 314 bins of 2,622,000 bus. capacity.

From one to four vessels may be loaded at one time, or two belts may be loading out grain while the other two are receiving grain unloaded from boats or barges. The plant is equipped to do drying, cleaning and clipping of grain, as well as sacking. The marine tower and gallery are of structural steel, the other buildings being of reinforced concrete and all fireproof. Chas. F. Sanford superintends the operation of the elevator for the Board of Commissioners.

THE SEMI-ANNUAL meeting of directors and delegates of the Millers National Federation will be held in the Blackstone Hotel, Chicago, Ill., Oct. 19 and 20. Reports of officers and committees will be read and the reports discussed and action taken upon them as well as other general matters of the milling industry.



New Marine Leg and Conveyor Tunnel Under Construction, and Part of Conveyor Gallery of Public Elevator at New Orleans, La.

Memberships of Bankrupts Must Be Transferred to the Trustee in Bankruptcy.

With a claim against Lipsey & Co. to collect and no way under a creditor's bill in the state courts to levy on the membership of Wilson F. Henderson, who composed the firm, Attorney F. William Kraft decided his only recourse was to resort to the federal courts and by throwing Henderson into bankruptcy obtain an order of court directing the officers of the Board of Trade to transfer Mr. Henderson's membership to the trustee.

The petition in bankruptcy was filed June 10, 1920, and asked the U. S. District Court for the Northern District of Illinois to declare the membership an asset of bankrupt's estate free and clear of any and all claims.

Judge Landis' Decision.

Judge Kenesaw M. Landis held that upon the appointment of E. H. Johnson, as Trustee of said bankrupt and following the adjudication of bankruptcy said Trustee became the owner and holder of said membership for the purpose of the sale, transfer and disposition thereof for the benefit of the bankrupt estate with all of the rights and powers which the bankrupt might have exercised for the transfer thereof; that the claims against the corporation known as Lipsey & Co. as set forth in the answers herein do not constitute outstanding, unadjusted or unsettled claims or contracts against the bankrupt herein proper to be filed as objections to the transfer of said bankrupt's membership at any time and that no such claims or objections had been filed prior to the filing of the petition in bankruptcy against Wilson F. Henderson on January 24, 1920; that the claims of Armour Grain Co., George A. Hellman, J. E. Bennett & Co., were claims

against Lipsey & Co. and were not proper to be filed or recognized by the Board of Trade of the City of Chicago and were filed subsequent to January 24, 1920, and none of said claims, or any other claims against Lipsey & Co. as set forth in the answers herein constitute valid objections, claims or liens upon or against the said membership or the transfer thereof; that the claim or objection of the Board of Trade Clearing House was not filed within ten days after the posting of the application for transfer of such membership and does not constitute a valid claim or lien thereon or against the transfer thereof; that the only right or remedy which creditors of the corporation known as Lipsey & Co. might have, or could have against said Wilson F. Henderson as an officer of said corporation under the rules of the Board of Trade of the City of Chicago was to have said Henderson disciplined in accordance with said rules, but no proceedings for the purpose or object of disciplining said Henderson were pending on January 24, 1920; that after the adjudication of Henderson as a bankrupt and the appointment of a trustee said Henderson ceased to be a member of the Board of Trade of the City of Chicago, his membership having thereupon passed to the Trustee by operation of law; that the proceedings for the suspension of said Henderson filed on June 17, 1921, by Bridge & Leonard were filed long after these proceedings in bankruptcy thereof, after the trustee had become possessed of and the owner for the purpose of sale of said membership and after said Henderson had ceased to be a member of said Board, and said proceedings were entirely unavailing and invalid and do not constitute any lien or claim, objection or impairment of said membership as against the Trustee herein.

It is therefore ordered, adjudged and decreed that the membership of said bankrupt, Wilson F. Henderson, in the Board of Trade of the City of Chicago is property within the meaning of the Bankruptcy Act and which has passed and now belongs to said E. H. Johnson, as Trustee in bankruptcy of the assets of said

Wilson F. Henderson, and that said membership has passed and now belongs to said Trustee free and clear of any claims, objections, liens or otherwise under the rules of said Board of Trade of the City of Chicago, and that said Trustee shall hold and now does hold the same for sale and transfer for the benefit of said estate free and clear of any claims, objections, impairment or otherwise as against said Wilson F. Henderson.

It is further ordered, adjudged and decreed that the claims of Armour Grain Co., George A. Hellman, J. E. Bennett & Co., Board of Trade Clearing House, and Bridge & Leonard are hereby overruled and disallowed and declared invalid as against the membership of said Wilson F. Henderson in the Board of Trade of the City of Chicago, and the rights of E. H. Johnson, Trustee in bankruptcy of Wilson F. Henderson; and the said Board of Trade of the City of Chicago is hereby ordered to disallow and to refuse to recognize for any purpose as against E. H. Johnson, Trustee, the said claims and shall not permit the filing of any other claims, or proceedings as objections, liens or otherwise as against E. H. Johnson, Trustee, upon or against the said membership now standing in the name of Wilson F. Henderson; said Board of Trade of the City of Chicago is hereby ordered to disregard or dismiss proceedings of Bridge & Leonard for the suspension of said Wilson F. Henderson and shall not conduct any hearing or permit any further proceedings for the discipline of said Henderson, or take or permit any action of any kind whatever hereafter as against the rights of E. H. Johnson, Trustee, as herein determined, at the petition of Bridge & Leonard or any other person or corporation, which might or could or shall have as its object the impairment or forfeiture of said membership; and said Board of Trade is also hereby ordered to permit the transfer of said membership upon the application of the trustee, but of no other person, to any person eligible to membership in accordance with its rules relating to the transfer of memberships.

It is further ordered, adjudged and decreed that in order to enable said E. H. Johnson as said Trustee to sell and dispose of said membership for the benefit of said estate, the said Board of Trade of the City of Chicago shall recognize, accept and enter upon its records said E. H. Johnson, Trustee, as owner of the said membership of said Wilson F. Henderson in and upon said Board of Trade of the City of Chicago, but for the purpose of sale only.

APPEAL TO CIRCUIT COURT.

An appeal from this decision was taken on behalf of the Board of Trade by Attorneys Robbins, Townley & Wild, alleging the district court erred

In holding that the claims of the Board of Trade Clearing House did not constitute a valid claim or lien against the transfer of said membership;

In directing said Board of Trade to disregard and dismiss the proceedings of the respondent, Bridge & Leonard, for the suspension of said Henderson or take no action in said proceedings which would impair or forfeit that membership;

In ordering the Board of Trade to permit the transfer of said membership upon the application of the trustee but of no other person;

In ordering said trustee to sell and dispose of said membership for the benefit of said estate;

In directing the Board of Trade to recognize, accept and enter upon its records said E. H. Johnson, Trustee, as the owner of said membership of said Henderson.

F. William Kraft, of counsel for Trustee Johnson, in his brief to the Circuit Court, said:

The bankrupt became a member of the Board March 1, 1899, and for many months prior to March 1, 1919, was president of Lipsey & Co., which company did business upon what is known as the Board of Trade's Exchange. This company became insolvent and ceased doing business in March, 1919. Thereafter on May 1, 1919, said bankrupt posted notices of his application to transfer his membership in recognition of the requirements of the rules of the Board and thereafter did no business on the Board of Trade. Objections to said transfer were filed between May 1 and 10, 1919, but all of such objections so filed were withdrawn or disposed of on or prior to December, 1919. One of such objections was by Bridge & Leonard, now one of the petitioners herein. On January 24, 1920, an involuntary petition in bankruptcy was filed against said Wilson F. Henderson. On that day the bankrupt's membership was not in any way impaired or forfeited nor were any objections then on file based on any outstanding, unadjusted or unsettled claims or contracts, or otherwise, and all assessments due thereon from him were paid. Such membership was then worth approximately \$10,500. Five days later on January 29, 1920, objections to the transfer of the membership of said Henderson were filed by the petitioners, Armour Grain Co., George A. Hellman, James E. Bennett & Co. as creditors of Lipsey & Co. Subsequently Henderson was adjudicated a bankrupt, the

[Concluded on page 415.]



Barges Unloading at New Marine Leg of New Orleans Public Elevator.

[See facing page.]

Seeds

NEBRASKA CITY, NEB.—Johnson Bros. have opened a new seed company here.

HOOPESTON, ILL.—W. B. Black has established a seed and feed business here.

SANFORD, FLA.—The L. Allen Seed Co. has filed a voluntary petition in bankruptcy.

BELLINGHAM, WASH.—The Geo. L. Hohl Co. is the new name of the Bellingham Seed Co.

FREDERICK, OKLA.—G. W. Powers of Canadian Tex., is now in charge of the Frederick Seed Farms here.

EVERGREEN, ALA.—The Rumbley Co. has been incorporated for \$12,000 to deal in seeds, flowers, bulbs, etc.

WINNIPEG, MAN.—Wilfred R. Campbell, Ltd., has been incorporated with a capital of \$25,000 to deal in seeds.

MILWAUKEE, WIS.—W. H. Crossland, for several years with the Courteen Seed Co., is now vice-pres. of the Kellogg Seed Co.

EDMONTON, ALTA.—J. J. Murray & Co., wholesale and retail seed dealers, have made an assignment to the Traders Trust Co.

SEATTLE, WASH.—J. A. Boyce Seed Co. has succeeded the Woodruff Boyce Seed Co., and alterations have been made in the plant.

AUGUSTA, GA.—The plant of N. L. Willet Seed Co. burned Sept. 5 with a loss of \$30,000. Insurance covered most of the loss.

WACO, TEX.—Leonard Simpson, formerly in the seed business at Dallas, has been employed as manager of the Nicholson Seed Store here.

DULUTH, MINN.—The American Linseed Co. has reopened offices in the Board of Trade Bldg., after having closed its offices here two years ago.

NEW YORK, N. Y.—This city is the greatest point in the world for receiving buckwheat.—Franklin H. Lewi, pres. Buckwheat, Feed & Grain Corp.

FIFTY SEED dealers from all parts of Iowa visited the Iowa State College Sept. 8 and inspected the agronomy experimental work being done at the college.

PITTSBURGH, PA.—Stockholders of the Scott Seed Co. will vote on Oct. 10 on the advisability of increasing the capital stock from \$100,000 to \$200,000.

LINSEED MILLS at Buffalo are again operating, after a shutdown caused by shortage of flaxseed. The mills contemplate operating on American seed soon.

FLATROCK, IND.—Clover seed yield is very low, most of it averaging under one bushel per acre. Quality is fairly good.—W. R. Nading, mgr., Flatrock Elevator.

Imports and Exports of Seeds.

July imports and exports of seed, compared with July, 1921, and for the 7 months ending with July, are reported by the Bureau of Foreign and Domestic Commerce as follows:

	IMPORTS		7 mos. ending July	
	1921	1922	1921	1922
Peas, bus.....	13,369	237,871	197,061	667,025
Peas, bus.....	99,943	31,907	252,121	668,299
Castor beans, bus.	60,162	12,228	205,748	971,527
Flaxseed, bus.....	776,036	1,654,257	6,107,489	8,291,539
Red clover, lbs.....	882,391	154,046	14,890,245	6,923,588
Other clover, lbs.	646,671	273,831	15,181,759	8,857,777
Other grass seeds, lbs.	933,249	1,949,492	7,024,698	11,353,846
Sugar beet seeds, lbs.	.....	500	6,352,189	2,813,798
	EXPORTS			
	1921	1922	1921	1922
Beans, bus.....	155,516	65,224	938,094	538,578
Peas, bus.....	2,376	4,198	76,830	42,612
Flaxseed, bus.....	20	18	256	2,174
Clover seed, lbs.....	11,787	15,821	3,237,615	765,554
Alfalfa, lbs.....	43,916	.....	819,848	.....
Timothy, lbs.....	94,107	76,364	10,325,613	11,556,282
Other grass seeds, lbs.	206,688	87,151	3,066,079	1,868,912

MASON CITY, IA.—J. W. Hare, partner in the firm of Hare & Goss Seed & Feed Co. purchased the interest of Mr. Goss in the business and will hereafter conduct it himself.

RIVERTON, IA.—The W. G. Sherman Seed & Grain Co. has sold its elevator and grain business and will be exclusively a seed company, known as the Sherman-Chambers Seed Co.

THE INTERSTATE Commerce Commission in Amendment 1 to Service Order No. 24 extends the preference of articles to be moved by carriers in times of overloading to include fertilizers and seeds.

ATCHISON, KAN.—A large elevator of the Mangelsdorf Seed Co. burned here Sept. 14, with a loss estimated at \$100,000. In the elevator were many tons of bluegrass seed and chicken feed, all of which was burned.

DUNDAS, ONT.—The plant of the Caldwell Seed & Milling Co. burned Sept. 17, with a loss of \$125,000. Of this amount \$75,000 was insured. A fire door prevented the flames from spreading to the office and warehouse.

SPRINGFIELD, MO.—The S. B. Evans Feed & Seed Co. filed articles of association and show that of the capital of \$10,000, \$8,000 have already been paid in. Shareholders are E. B. Evans, Everett Beazley and L. O. Beazley.

MONTICELLO, ILL.—The Piatt County Soy Bean Co-operative Co. has begun construction on a building in which it contemplates doing business. I. N. Biebinger has been selected as acting manager until the board of directors secure a permanent one.

FORT MORGAN, COLO.—Harlow Simpson sold his interest in the firm of Simpson & Martin, seed dealers, to Lee M. Woods of Iowa. The new firm will bear the name of Martin & Woods and will carry on the same business as the dissolving partnership, dealing in grain, hay, seeds, etc.

WASHINGTON, D. C.—The partnership in the firm of G. Edward Schultz & Co. seed dealers, has been dissolved. Mr. Schultz no longer being a member, but hereafter the business will be operated under the same firm name by Lewis T. Miller, who was Mr. Schultz's partner.

BEAVER DAM, WIS.—Fifty bushels of white clover seed was threshed from eight acres of land in this vicinity by Albert Rosenthal of Calamus. The crop, when sold to a local dealer here, brot the record sum of \$1,004.19. The seed was of excellent quality and is a record yield for this territory.

A NEW SEED bill introduced into Congress by Senator Capper for adoption provides for the establishment of standards for seed and the registration by the government of seeds conforming to such standards. The Dept. of Agriculture, under the bill, will fix standards which it assumes are the highest for classes of seeds, and it will permit growers who have seeds complying with the standards to advertise the fact to the trade.

TOLEDO, O.—Reports of disappointing yields continue to come from scattered sections. Receipts have been disappointing, but bears say country will be free sellers before Oct. 1. October longs appear stubborn. Locals inclined to feel that seed at present prices in on debatable ground. Our reports from the far west read somewhat better. Bulges so far have met with free profit taking and little investment demand is apparent above ten dollars.—C. A. King & Co.

MADISON, WIS.—The area of clover intended for seed in this state is estimated to be 25% larger than last year. The area in the principal clover seed section (from Calumet to Washington counties) shows a smaller acreage. Other sections of the state, however, show very large increases. The acreage is estimated at 154,000 as compared to 124,000

last year and a 5-year average of 136,000 acres. Production is forecasted at 310,000 bus. compared with 211,000 in 1921 and a 5-year average of 285,000 bus.—Wisconsin Co-op. Crop Reporting Service.

WASHINGTON, D. C.—Crop conditions are as follows for Sept. 1: Field beans, 100.5; buckwheat, 99.4; millet, 99.4; grain sorghums, 85.6; clover seed, 105.0. The total production of crops as compared with last year is as follows: Flaxseed, 144.3%; clover seed 131.9%; kafirs, 83.5% and beans, 137.4%. The acreage intended for clover is estimated to be 25.1% more than cut last year; the condition is 5.0% more than average and the forecast for production is about 31.9% more than that harvested last year.

FLORA, ILL.—The Flora unit of the Egyptian Seed Growers Exchange has received 30,000 lbs. of red top seed from the new crop. The exchange is a new co-operative organization which will operate in Clay, Wayne, Marion and Jefferson counties of Illinois. The plan is to have each member sign a collateral note and then use the notes as collateral in securing loans to build warehouses. Officers of the exchange are endeavoring to make arrangements to secure license under the Illinois Warehouse Act whereby 50% of the present value of the seed can be advanced to sellers until it is sold. Over 90% of the world's supply of red top seed is grown in eight counties in this section of Illinois.

TOLEDO, O.—Clover seed shows strength. Market ruled sharply higher this week. The big advance was due more to lack of offerings than volume of demand. The upturn brought out profit taking and some fresh hedging sales. Offerings seem to be well absorbed on the declines by fresh investment buying and short covering. There continues to be an excellent spot demand here for sample lots and we strongly urge consignments. The Ohio State Crop Report indicates the acreage cut for clover seed in Ohio this year is 30% greater than last year. The yield per acre will be from 15 to 25% higher than last year, and will not be far from 1.4 bushel per acre.—Southworth & Co.

A NEW RUST resisting spring wheat, christened "Kota" has been introduced into the state of North Dakota and surrounding territory. Prof. H. L. Bolley, of the North Dakota Agricultural College brot from Russia several varieties of wheat for introduction into the spring wheat belt of North Dakota and among the varieties was the wheat now known as "Kota". Experiments in growing it have proven its high rust resisting qualities and at one place where it was planted during a rust epidemic, the yield per acre for it was 23 bus. against 5 bus. for other varieties. The kernels are a dark red color, medium in size and ovoid in shape. Due to its rust resisting qualities and the high milling qualities contained in it, "Kota" is destined to become one of the leading spring wheats in the small grain territory within the next few years.

MINNEAPOLIS, MINN.—About a month ago when the futures of our domestic crop were quoted so much below Argentine values as to indicate that our New York Harbor mills would run on domestic seed, we stated this would cause the surplus Canadian crop to go to Europe. The situation has changed. The avalanche of domestic seed does not appear. At the moment there are active buyers for every bushel of our crop offered spot or futures, and if we get the Canadian surplus it will be only a drop in the bucket. Should our present consumption continue, even if we get all the seed that is now in Argentina, oil may be scarce in this country when the new Argentine crop begins to arrive. September seed brings a sharp premium over October. October and November seed is now selling for 5c over December. Should this not cause our crop to move it if it is possible to move it?—Archer-Daniels Linseed Co.

TOLEDO, O.—Timothy seed has ruled firm the past week. Buying has been of excellent character. Government figures show that a large part of the western crop has been moved. Still some September shortage, but seed is headed this way to fill these contracts. Dealers find some trouble in making prime on account of the fact that most of the timothy contains too much hulled seed. We feel friendly to timothy on all setbacks.—C. A. King & Co.

TOLEDO, O., Sept. 23.—Clover seed made a sensational advance of about \$1.00 this week, reaching \$11.70 for Mch. on Thursday, easing about 30c to \$11.40, and closing today: Cash, \$11.30; Oct., \$11.30; Dec., \$11.40; Jan., \$11.55; Feb., \$11.65; Mch., \$11.60. Light receipts and the sudden dropping off of country offerings—the signing of the Tariff bill (duty 4c a pound on seeds), war clouds, all had their effect. Shorts and investors endeavoring to buy at the same time. The higher the price the smaller the country offerings. It was easier to buy on the \$9.00 level than now at \$2.50 advance. But the farmers can't have much when the 2nd crop is turning out but a peck to bushel and a half per acre. The beautiful scenery of July proves but a faded rose. Like a mirage that disappears on approach. The next Government report must needs do considerable revising. Receipts this season 3627 bags as against 5773 last season tell their own story. Looks like early shoppers will avoid the Xmas rush, 93 days 'till Xmas.—The Crumbaugh-Kuehn Co.

New Canadian Grain Contains Much Dirt.

Elevator men at Fort William, Ont., state that a few cars of new wheat which have been received are very dirty and mostly grading "rejected." The wheat itself is very good grade, being No. 1 and 2 northern, but it contains from 5 to 20 per cent of foul seeds, principally wild oats. This grain has come in from Southern Manitoba where the land has become overrun with weeds, and it is expected that cleaner grain will come from Saskatchewan. Most of the new grain which has been received has been rye, but due to the fact that the grain inspection department does not record the new crop from the old, figures cannot be obtained from that source on the condition of the new crop.

A Perpetual Inventory for Bs/L.

BY CAL.

The grain dealer whose business consists largely or wholly of dealing in carlots of grain frequently considers that, because he does not have the actual grain in storage, he has no stock of physical property to which the principle of the perpetual inventory can be applied. In this he is wrong; and his error may become all the more serious in view of the fact that the pieces of paper which represent his "stock" are even more easily lost or misplaced than the grain itself would be.

A bill of lading is a valuable document which costs the dealer a considerable amount of money, and from which he can realize cash. It is a fact, however, that few dealers have a record independent of the bills of lading themselves that will show just what bills are on hand at any moment and that will enable them to know immediately if one is lost.

Such a record or perpetual inventory is very easy to keep and very simple in form. Almost any blank book can be made to serve the purpose by placing suitable column headings to provide spaces for recording car numbers, the names of firms from whom the bills are received, and the dates of receipt and surrender.

In keeping the inventory each bill of lading should be entered the moment it comes into the office. Then, after the money realized from its surrender has been deposited in the bank the appropriate entry can be made in the inventory. A glance will show each bill still on

hand, and if a check of the documents themselves against the inventory reveals one to be missing the fact becomes known before it is so late that recovery is made difficult.

Seed Law Revised in England.

The "Seeds Regulations, 1921," which were made in accordance with the provisions of the Seeds Act, 1920, were withdrawn Aug. 10, and replaced with "Seeds Regulations, 1922."

Terms of the new regulations follow those of the previous year, except in regard to the following provisions:

Grass and clover seed when sold, or exposed for sale, for other than agricultural purposes, will be excluded from the operations of the Seeds Act.

A statement as to the percentage of pure germinating seed or "real value" or grasses and clovers is no longer required.

Alsike and white clover, when grown together, may be treated for the purpose of the regulations as one seed, provided they are declared to have been grown together.

Sprouted cereal seeds are not to be treated as impurities for the purpose of testing, that is to say they are not to be picked out of the sample put up for the germination test.

Dealers desiring copies of the Seeds Act, 1920, and of the Seeds Regulations, 1922, may obtain them thru any bookseller, or directly from H. M. Stationery Office, Imperial House, Kingsway, England, price 3d each.

CHARGES of manipulating Canadian wheat grades in the United States have been brot to a head and grain commissioners are looking into the matter. A shipment of 100,000 bus. of grain has been sealed and sent to Buffalo until an investigation can be made. One shipment which the Washburn-Crosby Co. ordered was supposed to be No. 3 certified by the Canadian government, but when it arrived samples showed No. 3 and 4 northern tough. Commissioners suspended the inspector and ordered agents from Montreal to go to Buffalo and conduct an investigation. Repeated reports state that Canadian grain enroute via United States ports is being tampered with.

A 25,000 Bus. Concrete Elevator.

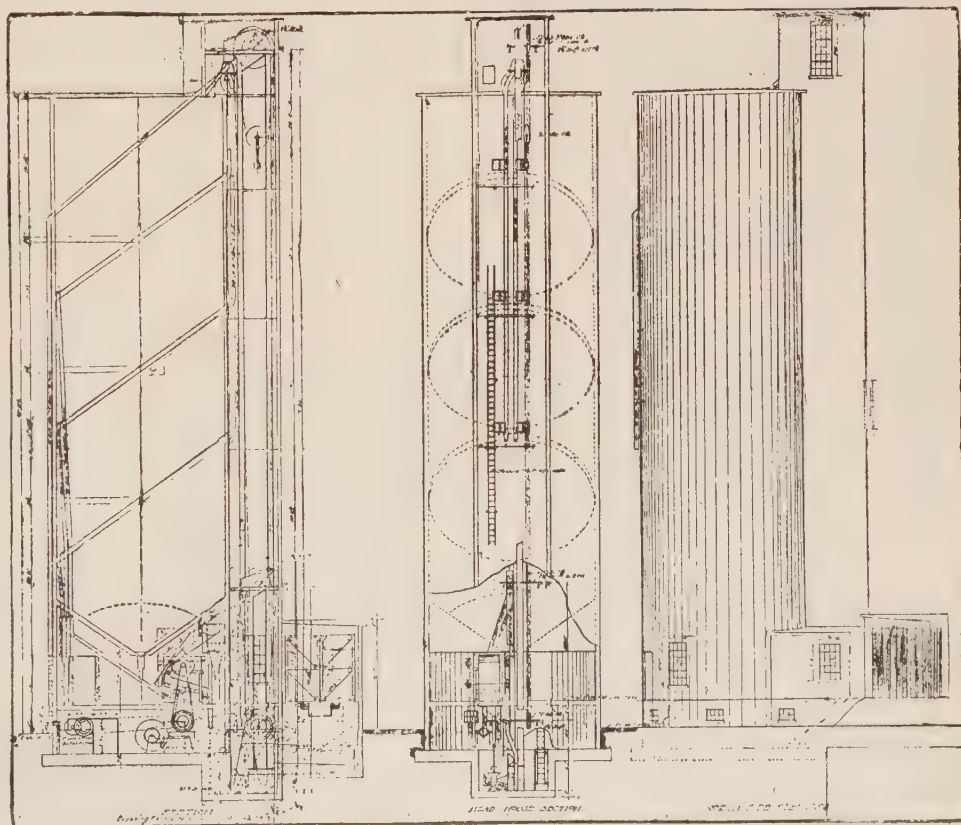
The lack of fire fighting apparatus at country stations and the great value of grain often stored at inaccessible points is prompting grain dealers generally to take every precaution to reduce known fire hazards. Ironclad, wood elevators have stood for many years and no doubt many others will stand for many years to come, but the average grain dealer obtains a sense of greater security in a fire-proof grain store house.

Illustrated herewith is a reinforced concrete elevator built at Jerseyville, Ill., for the Stanard Tilton Milling Co. This house which has storage room for 25,000 bushels consists of a concrete cylindrical tank divided vertically into two parts and each part is then divided horizontally into four bins by means of sloping floors or hoppers. All floors with the exception of the lower two bins are hoppers to the side of the tank. The lower bins are hoppers to the middle and may be discharged into the cleaner or the elevator boot. The top bins may be spouted to any of the lower bins or to the cleaner or boot direct.

Adjoining the cylindrical tank is a square workhouse of two stories containing a double wagon dump, two legs, a manlift, a corn sheller, a Bowsher feed mill, a cleaner, an automatic grain scale, a dump scale, dust collector and a Hall Distributing Spout in cupola.

Adjoining the working floor is a commodious office which leads into driveway and into working story of cylindrical tank and to the outside. In the basement of the tank is a gasoline engine furnishing power through line of shafting to all parts of the plant. A warehouse adjacent is used for storing flour and feed.

UNEMPLOYMENT in the country has become practically normal. About this time last year it was estimated that approximately 5,500,000 workers were out of employment. Today it is estimated that only 1,500,000 are seeking work, while another million and a half are on part-time work. Reports from various parts of the country, in fact, refer to labor shortages in certain districts and trades.—Guaranty Trust Co.



25,000-bu. Elevator of Stanard Tilton Milling Co., Jerseyville, Ill.

Feedstuffs

OROVILLE, WASH.—The feed store of W. H. Bragg burned.

CASSVILLE, WIS.—Robert Kelley bot the feed mill of Jacob Blum.

HARTFORD CITY, IND.—Citizens here are planning to erect a feed mill.

SNYDER, TEX.—Robt. Terry and Chas. Jones have gone into the feed business here.

BURLEY, IDA.—The alfalfa meal mill of the Burley Feed Mfg. Co. burned recently.

HELENA, ARK.—The Ellis-Gimmel-Love Co. is installing machinery for mixing feeds.

MUSKOGEE, OKLA.—A Unique Attrition Mill is being installed in the plant of the Adkins Hay & Feed Co.

AUSTIN, TEX.—The feed store of Crawford Bros. burned recently with a loss of \$5,000 of which \$3,000 was insured.

WEST POINT, NEB.—A partnership has been formed by J. E. Shipp and D. L. Stryker to deal in wholesale and retail feeds.

CHILDRESS, TEX.—Scott & Walling have succeeded Walling Bros. feed dealers, J. R. Scott having bot the interest of A. Walling.

CUSHING, OKLA.—S. C. Pippinger was severely injured as a result of falling into machinery in his feed mill here. He may lose an arm.

ST. LOUIS, MO.—C. E. Scheerer has opened a flour and feed brokerage company here and will handle flour as well as a carload feed business.

VALLEJO, CAL.—The Horan Feed & Fuel Co. has been incorporated with a capital stock of \$25,000 by W. F. Horan, T. F. Howard and P. Gallen.

DEWEY, OKLA.—Brown's feed store and the Orange feed store have been merged, Dr. J. F. Noble, manager of the Orange store having bot Brown's store.

FREMONT, NEB.—The Corn Alfalfa Milling Co. will operate its new mill soon. Its product will be a combination of ground alfalfa meal and corn with a binder of molasses.

BUFFALO, N. Y.—C. S. Anderson, well known in local feed trade, has opened a brokerage office here. He will work in conjunction with the Williamson Feed Co., Williamson, N. Y.

MOUNTAIN HOME, ARK.—W. H. McShane of Kansas City, Mo., has bot the feed mill, cotton gin and light plant of N. L. Taylor here, and plans to operate all the plants soon.

PEORIA, ILL.—Receipts of mixed feed in tons at this market in August were 15,790, compared with 3,440 a year ago, and shipments were 18,020, compared with 13,900 a year ago.

CLINTON, TENN.—The Clinton Milling & Feed Co. has been incorporated with a capital stock of \$30,000. Incorporators are H. F. Miller, Ernest Taylor, W. W. Underwood, L. J. A. Petree and J. W. Underwood.

Exports of Feedstuffs.

Exports of feedstuffs during July, compared with July, 1921, and for the 7 months ending with July, were reported by the Bureau of Foreign and Domestic Commerce as follows:

	July		7 mos. ending July	
	1921	1922	1921	1922
Bran and middlings, tons	379	314	3,972	6,534
Cocoanut cake, lbs.	2,000	1,684,544	171,685	7,359,167
Corn cake, lbs.	907,500	.....	2,614,040	1,096,729
Cottonseed meal, lbs.	6,750,200	460,853	79,276,092	28,243,816
Linseed meal, lbs.	2,119,193	841,350	14,413,732	7,994,524
Linseed cake, lbs.	47,657,666	26,147,823	311,592,205	217,015,530
Millfeed, tons	1,231	5,694	6,364	16,323

THE U. S. FEED Distributors Ass'n will meet at the Hotel Sherman, Chicago, Ill., Sept. 27 and 28. Discussion of proposed amendments for the Feed Trade Rules will be held, before final discussion at New Orleans, Oct. 2-4.

CHICAGO, ILL.—M. H. Cohn, formerly with Bridge & Leonard, has accepted the position of manager of the purchasing and shipping department of The Western Feed Manufacturers, Inc., who operate the old Edwards & Loomis elevator.

GRANITE CITY, ILL.—The plants of the Temtor Corn & Fruit Products Co. at this city, St. Louis, Mo., and Penn Yan, N. Y., are to be sold by auction. The Granite City sale will be held Sept. 18, the St. Louis sale, Sept. 20, and the Penn Yan, Sept. 26.

NORTH KANSAS CITY, Mo.—The opening of the plant of the Corn Products Refining Co., scheduled for Oct. 1, has been postponed to Oct. 15, to allow further additions. Since the shutdown on April 15, an addition valued at \$500,000 has been added to the plant.

FORT WORTH, TEX.—We look for the feed business in Texas to reach very large proportions. The prices received today by the farmers for their cotton crop insures a decided increase in buying power from the rural district.—Transit Grain & Commission Co.

FORT SMITH, ARK.—The Griffin & Warner Flour & Feed Co. has bot the Watts-McCurry Flour & Grain Co. here, and B. M. McCurry will be connected with the new company. J. W. Griffin of Hackett City and Walter Warner of Midland are owners of the former company.

SOUTH FORT SMITH, ARK.—The Best-Clymer sorghum plant, one of the largest of its kind in existence, was sold at public auction, Aug. 25, for \$510,000. M. G. Clymer, former pres. of the company, acting for the stockholders, bot the plant. The plant has only operated the feed and carbon divisions this season and these were closed 15 days prior to the sale.

STOCKTON, CAL.—F. E. Ferrell & Co., feed and coal dealers here, have moved to new quarters containing 60,000 square feet of space, the largest establishment of its kind on the Pacific coast. The new building is constructed of galvanized iron, and has a handsome office and a fireproof safe. F. E. Ferrell and C. W. Minahan are the members of the firm.

BUFFALO, N. Y.—Coleman Curtiss, formerly president of the Curtiss Grain Corp. here, has purchased the new feed mixing plant of the Keystone Warehouse. The plant is about ready to begin operations and will have a capacity of about 10 cars per day. Mr. Curtiss will manufacture soft mixed feeds, poultry feeds and molasses feeds, the molasses feeds being produced thru an entirely new system which is expected to make the feed of the highest quality.

TERRE HAUTE, IND.—The plant of the American Hominy Co., valued at \$1,000,000, burned Sept. 12 and was a total loss, all the buildings of the company burning with the exception of four storage tanks. The fire started on the first floor of the mill in a section devoted to grinding white corn, and within a few minutes rapidly spread to all parts of the five-story structure. It then jumped to a seven-story building to the north and from there consumed the remaining buildings, including the office. About 75,000 bus. of corn and several thousand bus. of meal were lost, none of it being recoverable. The plant was one of the largest of its kind in the world, having a daily capacity of 18,000 bus. of corn and employing 150 men. No one was injured.

SEEDING WHEAT after wheat, or wheat after rye, is deemed unwise by the Ohio Experiment Station in a recent circular distributed. Farmers who seed in the above manner are likely to be losers the next harvest, due to attack of anthracnose fungus at time of heading out.

Oriental Soya Bean Production.

C. W. Holman, who was in China, Japan and Manchuria for many months as a representative of the U. S. Food Administration, says, Manchuria is a country about as large as our states Minnesota and Texas and is able to support nearly 60,000,000 celestials.

Of recent years the Chinese have been flocking in on every train. After there, they would take up a piece of land and start raising soya beans.

Each year for 10 years the production of soya beans has increased about 10% over the year previous or directly in line with the number of new Chinese arrivals.

In Manchuria the soya bean crop is planted in May or in early June, is harvested in September or October and is threshed some time during the winter by hand.

After threshing it is not uncommon for the Chinese producer to put his beans on a two-wheeled wooden cart and push them as far as 250 miles to some rail or water shipping point.

The cost of Manchurian soya bean production can be met by no European or American producer.

After the beans are hauled to a shipping point they are controlled by the Japanese, for the Japs control the banks and railways of Manchuria.

The Japanese either treat the beans in Japan or send them direct to the United States in Japanese vessels, where they are placed on our markets in competition with American grown soya beans.

Better Wheat Instead of More Inferior Oats.

One of the producers' problems that the country grain buyer is in a position to help solve is the choice of the crop to which to devote his acres to get the best returns in dollars and cents.

In Indiana, Chas. B. Riley, as sec'y of the Indiana Millers Ass'n, has taken up this matter with the county agents, suggesting that since the climatic and soil conditions of that state are better adapted to winter wheat growing than to oats the farmers could increase the Indiana wheat production to 50,000,000 bus. per year instead of half that amount by persistently growing a fine quality of soft red free from other mixtures and of a well known variety instead of experimenting with unknown varieties.

The Southwestern Wheat Improvement Ass'n has undertaken a praiseworthy campaign that already is bringing out several points of interest, one of which is the question: *What variety is best for the locality?*

In recommending a kind of grain or a variety to the farmer his co-operation is more certain if due regard is given to his profits. In Michigan the professors have been urging the farmer to sow a variety that may yield perhaps only 14 bus. per acre, when the farmer has an old and well known sort of wheat he can get 40 bus. from. When he drives up to the elevator he can get perhaps only 3 cents per bushel more for the better sort, so naturally he concludes it does not pay him to co-operate with the professors and "improvers." In the Southwest some difference of opinion is developing over Kanred and turkey red. Kanred is a big yielder and makes money for the farmer, but millers claim it is inferior to turkey in protein content. A deficiency in protein should not prevent the grain dealer from advising his farmer friends to keep on growing Kanred where it seems naturally adapted to the climate and the soil conditions of their farms.

IMPORTS of wheat into Hongkong, China, in 1921 amounted to 972,506 barrels, compared with 741,080 barrels in 1920. Of the 1921 imports, 611,905 barrels came from the United States, compared with 178,284 in 1920 and 7,844 in 1919, the United States wheat leading all others in 1921.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

CALIFORNIA

Santa Maria, Cal.—A verdict in favor of Mrs. E. M. Campodonico against the Santa Maria Bean & Grain Co. has been awarded. The suit grew out of a sale of some barley and oats said to have been grown by James Sutton who mortgaged all his crops to Mrs. Campodonico. Sutton had been instructed to store the crops when threshed, in Mrs. Campodonico's name. He stored the crops but stored them under his name then sold them to the Santa Maria Co. He has disappeared. The plaintiff claimed that the grain company knew she had the mortgage on the crops.

CANADA

Delia, Sask.—J. Leslie is now in charge of the elvtr. of the Alberta Pacific Elvtr. Co.

Saskatoon, Sask.—The Quaker Oats Co. is now located in new and modern offices here.

Kingston, Ont.—Plans are being made to re-open the 800,000-bu. elvtr. of the Montreal Transportation Co.

Edmonton, Alta.—F. W. Robinson, traveling inspector for the Gillespie Elvtr. Co., was killed Sept. 7 by a passing train on a crossing at Heisler.

Winnipeg, Man.—The Lake Shippers Clearance Ass'n will hold its annual meeting Sept. 26. Regular business meeting and election of officers will be held.

Vancouver, B. C.—The Vancouver Mlg. & Grain Co., Ltd., whose plant was recently repaired, has leased an old hotel which will be used as an office and warehouse.

Fort William, Ont.—Elvtr. "D" of the Canadian Pacific Railway, for which plans for leasing were being made, is now being operated by the Northland Elvtr. Co., Ltd.

Fort William, Ont.—The Archer-Daniels Linseed Co. of Buffalo has awarded contract to the Fegles Construction Co. for the erection of a 700,000-bu. elvtr., concrete wharf and traveling marine tower here.

Fort William, Ont.—One of the sheds of the Canadian Pacific Railway containing 7,000 bags of cement which was to be used in connection with the elvtr. addition of the N. M. Paterson Co., was burned a short time ago.

Delia, Sask.—T. L. Berringer has severed his connection with the National Elvtr. Co. and will hereafter be associated with the Pioneer Grain Co. He has been succeeded by J. J. Feldmann who will continue the management.

Toronto, Ont.—Vannatter & Ham, Ltd., is the new name of C. R. Vannatter & Co., Ltd., dealers in grain, flour and feed. S. B. Ham has been connected with the company for some time as stockholder and active partner.

Leader, Sask.—The elvtr. of J. S. McLeod and the Central Elvtr., three grain cars and 2,000 bus. of wheat were burned Sept. 8 at a loss of \$22,000. The elvtrs. are partly covered by insurance.

Portage La Prairie, Man.—The plant of the Metcalf Mlg. Co., Ltd., which was destroyed by a wind storm the latter part of June, will be rebuilt. Elvtrs. of the Forsythe Elvtr. Co. and the Premier Grain Elvtr. & Mlg. Co. were also destroyed.

Winnipeg, Que.—A. W. Alcock, who has been assisting L. D. Jackson in the flour and wheat testing department of the Western Canada Flour Mills, has assumed Mr. Jackson's position, the latter having located at Hamilton, Ont. Mr. Alcock was formerly associated with the Canadian Government Grain Research Bureau.

Hamilton, Ont.—L. D. Jackson, who has been in charge of the flour and wheat testing department of the Western Canada Flour Mills of Winnipeg for about eleven years, has resigned that position and will hereafter be connected with George Black of the Sykes Bread Co. as mgr. and part owner. A. W. Alcock has succeeded Mr. Jackson at Winnipeg.

Regina, Sask.—J. B. Musselman, who has been associated as sec'y with the Saskatchewan Grain Growers Ass'n, recently resigned that position and has succeeded James Robinson as managing director of the Saskatchewan Co-op. Elvtrs. Mr. Robinson was appointed to the board of Canadian Grain Commissioners a short time ago at the request of the farmers' organizations of western Canada.

COLORADO

Wray, Colo.—The Farmers Homestake Mlg. & Elvtr. Co., whose plant burned about two years ago, is now out of business.

Greeley, Colo.—Harry E. Kelly, mgr. of the Model Flour Mills, is being confined to a Denver hospital at the present time because of illness.

Pueblo, Colo.—The plant of the Colorado Mill & Elvtr. Co., locally known as the Pueblo Flour Mills, was slightly damaged by a stroke of lightning Aug. 22.

Siebert, Colo.—The receipt of grain at the plant of the Stinson Grain Co. of which R. B. Magee is mgr., has been temporarily discontinued because of the inability of the railroad to handle grain cars.

IDAHO

Burley, Idaho.—The plant of the Burley Mlg. & Elvtr. Co. was badly burned Aug. 30. The alfalfa mill at one end of the building was completely destroyed. Loss, \$20,000.

Lewiston, Idaho.—A branch office of the Gray, Rosenbaum Grain Co. of Seattle, Wash., was established at this point a short time ago, and will be conducted under the management of J. L. Rogers, formerly local representative of the Kerr, Gifford Co.

Malad, Idaho.—We have just completed a new receiving station equipped with a Kewanee Truck Lift for dumping, trucks and wagons. The additional elvtr. capacity is 40,000 bus. Grain is handled in wholesale quantities, car lots.—Crowther Bros.

ILLINOIS

Dalton City, Ill.—John Werdner has succeeded R. G. Mathias as mgr. of the Farmers Grain Co.

Steam Shovel Cut (Ipava p. o.), Ill.—The Ipava Elvtr. Co. is planning the erection of an elvtr. and stock yards at this place.

Palestine, Ill.—The plant of Miesenhelder Bros., operators of a mill and elvtr., was damaged by fire caused by defective wiring.

Saybrook, Ill.—We have just given our elvtr. a complete overhauling inside and out.—Cheney Grove Grain Co., per David Martin, mgr.

McKay's Landing (Glasford p. o.), Ill.—The Peoria Grain & Barging Co. of Springfield and Havana will wreck the elvtr. which it recently bot at this place.

Mt. Auburn, Ill.—A large portion of one of the walls of the Hight & Cline elvtr. gave way last month and caused about 4,000 bus. of wheat to be poured on the railroad right-of-way.

Assumption, Ill.—Charles W. Mitchell, former grain dealer of this place, died in the hospital Aug. 29 after a protracted illness. He is survived by his widow, a daughter and brother.

Hoyleton, Ill.—The Clover Leaf Mlg. & Elvtr. Co. (recently incorporated for \$20,000), has purchased the old mill and elvtr. of the Hoyleton Mlg. Co. We do not know what the company intends to do in the future but do not think it will build.—Muenther Bros.

Dwight, Ill.—The Farmers Co-op. Elvtr. Co. has started work on the erection of a 40,000-bu. elvtr. to replace the one that was burned last September. The new plant will be oval in design, 32x34 feet, 90 feet high and will be constructed of concrete. Contract was awarded to Townsend B. Smith.

Hillery (Danville p. o.), Ill.—Fred W. Oakwood's grain house has been moved from its present location to the Big Four railroad tracks. It was reported some time ago that Mr. Oakwood planned this removal and if he could obtain a lease from the railroad company he would install new machinery and make an elvtr. out of his plant.

Dawson, Ill.—W. W. Hill and S. Fernandes of the Fernandes Grain Co. are the sole owners and operators of the Dawson elvtr., which has not been sold to the E. B. Conover Grain Co. as reported. The Conover company is said to have purchased plants at Kilbourne and Elkhart which were owned by it at one time, then taken over by the Fernandes Co.

Granite City, Ill.—The plants of the Temtor Corn & Fruit Products Co., including a grain elvtr. at this place, were sold by John F. Schafly, trustee in bankruptcy, this month. Holders of the first mortgage bonds of the company bid in at \$1,000,000 and it is believed that this is a step toward reorganization of the Temtor Co.

Bell's Landing (Glasford p. o.), Ill.—The elvtr. here which was recently purchased by the Peoria Grain & Barging Co. of Havana and Springfield, will be operated under the management of George Gray. The business will hereafter be known as the Glasford Grain Co.

Wapella, Ill.—I have closed a deal, selling the J. C. Boyer elvtr. to the Delaney Grain & Lumber Co.—C. A. Burke.—It was reported a short time ago that the Boyer plant had been sold to D. S. McGaughey of Mt. Zion. The Delaney Co. has only recently been organized and is composed of Lawrence Delaney & Sons of Illiopolis and M. L. Delaney of Decatur.

Mendota, Ill.—The partnership in the grain business of Moore & Cavanagh was dissolved Sept. 1, and H. C. Moore will continue the business. Thomas E. Cavanagh, who has been in the grain business for about fifteen years, is planning on a few months' vacation and will then re-enter the grain business in another locality. He was recently elected to membership in the Chicago Board of Trade.

Windsor, Ill.—The old elvtr., warehouse, oats granary and office of Munson Bros. were burned last month. The company had planned to replace them with new buildings, but because of the need for storage room, the work had been deferred. The office safe, furniture, books and some seed were saved, but considerable grain was destroyed. The loss is insured. Munson Bros. are operating a new plant here.

Hindsboro, Ill.—I have sold the Porterfield & Son elvtr. to the Wheatley Grain Co. of Humboldt. Mr. Wheatley will move to this place and takes possession Sept. 25.—C. A. Burks.—The Wheatley Co. sold its elvtr. at Humboldt to the Humboldt Grain Co. a short time ago. A. T. Porterfield of Porterfield & Sons of Murdock, writes: "We have contracted our elvtr. and coal business at Hindsboro to the Wheatley Grain Co. of Humboldt. The writer will continue in the grain business with his brother at Murdock under the same firm name."

Eastburn (Sheldon p. o.), Ill.—The west side of my elvtr. went out as reported; that is, two sections above the hopper, the top section remaining intact. Sections that went out were broken but very few joints were torn out and plates went with studding. There was no debris under the grain. There was a sound like a subdued explosion which was heard a half mile away. It all happened in an instant; there was very little tearing of timbers. The insurance company claims collapse. We were elevating grain into one of the bins at the time.—H. R. Eastburn, Eastburn Grain Co.

CHICAGO NOTES.

Memberships in the Board of Trade are selling at \$5,400 net.

Merrill, Lynch & Co. have established themselves in new offices.

Ernest Tietgens, formerly with E. W. Wagner & Co., has posted his membership in the Board of Trade for transfer.

Board of Trade officials are non-committal on the Capper-Tincher law, action with regard to it having been left with the Board's attorney, Henry S. Robbins.

The following have recently been elected to membership in the Board of Trade: George A. Willard, Robert Townsend McKeever, John V. Beggs of Ashland and Thomas E. Cavanagh of Mendota.

Frank Crombie, ass't supt., has succeeded Joseph Stewart as superintendent of the Chicago & Northwestern Ry. Co.'s Calumet terminal elvtr. for the Armour Grain Co., which operates the extensive plant.

Checks representing the first payment of 50 cents on the dollar of their claims, will be received by the great number of creditors of E. W. Wagner & Co., in a short time. The company failed in December. The payment will amount to about \$5,000,000, or half of the liabilities of \$10,000,000. New York creditors have already received their payment.

It is proposed to change the method of nominating officers of the Board of Trade, placing the nominations in the hands of a nomination com'te, who will have time to select candidates for the election. An amendment to the rules, creating the nominating com'te, was adopted Sept. 12 and ordered posted for ballot. As a new section 9 to Rule 1 an elected com'te of 5 will meet in November to name the "regular" ticket. Additional nominations may be made by any 40 members by petition.

INDIANA

Mentone, Ind.—The Mayer Grain Co. has installed a feed grinder in its plant.

Sullivan, Ind.—Edgar S. Crowder, grain dealer of this place, died Sept. 2 at the age of 52 years.

Mount Vernon, Ind.—A. W. Mackey, mgr. of the Farmers Elvtr. Co., has been appointed postmaster.

San Pierre, Ind.—F. J. Weinkaup is now in charge of the plant of the San Pierre Grain & Farm Supply Co.

Milton, Ind.—The elvtr. of the Milton Grain Co. is being conducted by Mgr. Clark, who assumed charge Sept. 1.

Columbia City, Ind.—The plant of the Farmers Mill & Elvtr. Co. has been equipped with five new rollers, a sifter, and has been repaired and improved.

Frankton, Ind.—H. J. Nading has resigned his position as mgr. of the Farmers Grain & Coal Co. and will hereafter be connected with the Lapel Lumber Co. of Lapel.

Milford Junction (Milford p. o.), Ind.—Pardie Wartsler has charge of the store and seeds and I have charge of the elvtr.—B. E. Dansman, mgr. elvtr. of the Farmers Grain & Mercantile Co.

Indianapolis, Ind.—New members who have joined the Indiana Grain Dealers Ass'n are: Louis Hartman & Sons, New Albany; Phillips & Minton, Star City; Simpson Grain Co., Huntington; New Haven-Thurman Equity Exchange, New Haven; Shetterly Bros., Lapel.

Monon, Ind.—I have bot the C. M. Homer elvtr. (known as the Monon Mills), as reported, and will continue operation under the name Monon Mills. I will also handle millfeed and coal.—George M. Malsbary.—G. M. Homer, formerly proprietor, died this year and the plant was sold at auction on Sept. 6.

Indianapolis, Ind.—The elvtr. of the Farmers Terminal Hay & Grain Co., also known as the Belt Elvtr., was burned Sept. 19, at a loss of \$100,000. The fire is believed to have been the result of a dust explosion. The plant will be rebuilt and in the meantime grain will be handled at other elvtrs. of the company.

Elwood, Ind.—C. S. Miller, who has been connected with the Jay Grain Co. for twenty-three years as mgr., sec'y and treas., has sold his interest to Carl C. Jessup, who until recently, conducted an elvtr. at Hobbs. The plant will be under the personal management of Mr. Jessup who will take charge as soon as his health permits. Mr. Miller writes that the company will be conducted under the name Jay Grain Co., and that a Scientific Attrition Mill is being installed.

IOWA

Rudd, Ia.—The Hunting Elvtr. Co. is having a new office erected.

Webster City, Ia.—The grain office of the Donahue-Stratton Co. has been closed.

Yetter, Ia.—The Farmers Elvtr. Co. has ordered and will install a new F-M Engine.—T. A. Pfund, mgr.

Modale, Ia.—William Maher recently succeeded S. C. Beebe as agt. of the Nye, Schneider, Jenks Co.

Maxwell, Ia.—Fred O. Roy of Marshalltown is the new mgr. of the Farmers Elvtr. Co. His home will be located at this place hereafter.

Des Moines, Ia.—A. U. Fischer, chief grain inspector, of the Board of Trade, was married to Miss Daisy Thompson a short time ago.

Denison, Ia.—The sum of \$10,000 is being expended in improvements on the mill and elvtr. of the Doud Mfg. Co. of which H. L. Fitch is mgr.

Hartley, Ia.—The elvtrs. of H. T. Broders and J. D. Kloppenburg, Jr., have been sold to Ed. Mann of Calumet, who takes possession Sept. 25.

Boyden, Ia.—Henry Stehrensberg has succeeded Jake Vander Stouwe as mgr. of the A. H. Betts elvtr. here. Mr. Vander Stouwe will be located at Rock Valley.

Iowa Falls, Ia.—I have remodeled my elvtr. and installed new belts and cups as reported, also a motor. I have built new coal sheds and rebuilt office.—M. O. Hocum.

Yetter, Ia.—Lee French has again taken charge of the elvtr. of the Quaker Oats Co. after six months' absence on account of sickness.—T. A. Pfund, mgr. Farmers Elvtr. Co.

Eagle Grove, Ia.—Gary Bros. of Ledyard, Ia., and Bricelyn, Minn., have purchased the property and business of the Independent Grain & Lumber Co. and have already taken possession.

Dixon, Ia.—We have let contract to the Newell Construction Co. for a 1,500-bu. corn crib and cob bin; also a new corn sheller and cleaner with a leg and pit for ear corn.—Dixon Co-op. Elvtr. Co.

Storm Lake, Ia.—J. E. Bennett & Co. of Chicago have opened an office in the Register Bldg. which will be under the management of I. B. Hunt, who has been in the grain business for thirteen years.

Rock Valley, Ia.—Jake Vander Stouwe, formerly in charge of the A. H. Betts elvtr. at Boyden where he has been succeeded by Henry Stehrensberg, will assume the management of the Farmers Co-op. Elvtr. Co. Oct. 1.

Boxholm, Ia.—Work has been started on the erection of the 14,000-bu. grain annex to J. B. Maricle's elvtr., known as the Boxholm Grain Co. The structure will be built on a concrete foundation and will be 32x24 feet and 24 feet high.

Bedford, Ia.—P. O. Townsend, who has been mgr. of the Farmers Elvtr. Co. at Athelstan for the last three years, will hereafter be in charge of the Farmers Union Elvtr. Co. at this place, succeeding Bruce Moneyhan. The change goes into effect Oct. 1.

Irvington, Ia.—Bent Norton has succeeded J. M. Hill as mgr. of the elvtrs. of the Farmers Co-op. Ass'n here and at Rich Point (Algona p. o.). Arthur Riley, who will assist Mr. Norton, will be located at Rich Point, where J. Kelly will be resident mgr.

Davenport, Ia.—D. H. Stuhr, known as one of the veteran grain dealers in this part of the state, died Aug. 31 after being ill for several months. He was 64 years old at the time of his death and is survived by his widow, a son and a brother and sister.

Riverton, Ia.—Good Bros. of Hamburg have purchased the Sherman-Chambers elvtr. here which was reported sold to W. A. Burks of Kansas City in June. Good Bros. are now operating elvtrs. at this place, Hamburg, Payne, Percaville, McPaul and Bartlett.

Summit (Shenandoah p. o.), Ia.—Joseph A. Auracher's elvtr. burned Sept. 8. The fire is believed to have started from sparks from a passing locomotive. Insurance, \$3,000. Mr. Auracher has had a portable elvtr. shipped to Summit and grain is already being received. The office will be repaired.

Arcadia, Ia.—L. C. Harris, formerly with the Nye-Schneider-Jenks Co. at Blencoe and Arion, is mgr. here for this company. J. E. Glaman has resigned as mgr. and will go to Jewell. We expect to install new direct spout and distributor in our elvtr. and remodel and build new coal houses.—Farmers Elvtr. Co.

Struble, Ia.—The Farmers Elvtr. Co. is complainant in a suit brot against Dick Frericks, who sold the elevator \$1,590 worth of oats. The oats had been raised on the farm of the Potter estate which Frericks leased from P. C. Van Driel. Van Driel, who had a landlord's lien on the oats sold by Frericks, obtained from the elevator company \$1,096.69 to satisfy his lien. The elevator company is now bringing suit to recover.

Shenandoah, Ia.—The Farmers Co-op. Exchange failed and is closed. It has been sold.—J. Auracher.—It was reported a short time ago that the elvtr. had been reopened with J. E. Davis in charge.

Denhart (Corwith p. o.), Ia.—Our 20,000-bu. addition to the elvtr. has been completed since Aug. 15. E. E. Davis, formerly mgr., left Sept. 20. The new mgr. is Frank S. Brooks and the firm will hereafter be conducted under the name Davis Bros. & Brooks.—Davis Bros. & Brooks. This business was formerly known as Davis Bros. & Arnold.

Coon Rapids, Ia.—We have purchased the elvtr. of the Coon Rapids Grain Co. I took possession Sept. 18 and will operate as the Wm. Grettenberg Grain Co.—Wm. Grettenberg Grain Co.—This plant was operated by R. Lee Woods who died suddenly Aug. 3. The Grettenberg Co. was located at Pierson until a short time ago when Marr & Young of Traer purchased it.

Webster City, Ia.—The elvtr. of the Farmers Grain Co. is nearing completion and is expected to be in readiness to receive grain the latter part of this month. R. W. Hall, sec'y of the company, will act as mgr. of the new plant which was erected at a cost of \$16,000 and has a capacity of 30,000 bus. A new office was also erected.

Kanawha, Ia.—The Bowles Grain Co. has sold its property here to J. K. Johnson and Thomas Berhow who will operate under the name Johnson & Berhow Grain Co. Mr. Johnson will act as mgr., having been part owner and mgr. of the plant with A. A. Moore some years ago and later with Bowles, Billing & Kessler. He sold his interest in the firm about two years ago.

Washington, Ia.—The Wilson-Karel Lumber Co. has purchased the property and equipment of the Washington Elvtr. Co. whose plant was burned in July. Extensive plans are being made for the enlargement of the plant. Robert Patterson has purchased a third interest in the company and is now acting as an active partner. The Washington Elvtr. Co. writes: "We are undecided as to what move we will make, but we are interested in getting back in the grain business."

Coburg, Ia.—The Iowa Grain & Live Stock Co. has been incorporated for \$12,000 by J. W. Sederquist, pres., O. E. Davis, vice-pres., E. W. Falk, sec'y, and B. F. Allender, treas. McGreer Bros. of this city write as follows: "The Iowa Live Stock & Grain Co. is made up of a few farmers who ship live stock and handle some of their own grain. They do not buy but charge 2 cents per bu. for expenses of handling. They do not buy live stock but handle on a commission. Some firms who do not know its plan of doing business are sending this organization bids and the mgr. shows them to farmers. The company is composed of a fragment of the old co-op. company which went bankrupt here and at Essex last spring."

KANSAS

Concordia, Kan.—The elvtr. of Bossemeyer Bros. was slightly burned.

Wetmore, Kan.—C. N. Bunds now owns elvtr. formerly owned by L. M. Pratt and Guy Janes.—X.

Partridge, Kan.—The plant of the Partridge Mill & Elvtr. Co. will be equipped with new machinery.

Seranton, Kan.—The engine house of the Farmers Co-op. Elvtr. Co. was slightly burned last month.

Effingham, Kan.—The elvtr. of the Effingham Grain Co. was slightly burned from sparks of a passing locomotive.

Powhattan, Kan.—The elvtr. of the Powhattan Grain Co. was slightly damaged by a stroke of lightning Sept. 8.

Lehigh, Kan.—We are now operating as the Lehigh Mfg. Co. instead of the Karl Ehrld Grain Co.—Lehigh Mfg. Co.

Hudson, Kan.—The elvtr. of the Southwest Grain Co. will hereafter be conducted under the management of C. W. Henry.

Delphos, Kan.—Fire starting in the boiler room of the Delphos Mfg. Co. slightly damaged the mill and elvtr. on Aug. 31.

Lakin, Kan.—We are building a 12,000-bu. elvtr. equipped with a pneumatic loader and automatic wagon and truck dump.—H. S. Dane & Co.

Burlington, Kan.—W. H. Bunge has succeeded H. L. McIntyre as mgr. of the Excelsior Mlg. Co. Mr. McIntyre will continue as pres.

Kansas City, Kan.—The Miller-McConnell Grain Co. writes that D. H. Kresky is not in charge of the sales department as reported.

Georgia Spur (Murdock p. o.), Kan.—The Greenleaf elvtr. is not being operated at the present time. Mr. Greenleaf is located at Jacksonville, Ill.

Hutchinson, Kan.—Plans are being made for the rebuilding of the mill and elvtr. of the Sawyer Mlg. Co. which were burned July 29 at a loss of \$200,000.

Tampa, Kan.—The Farmers Co-op. Ass'n is now operating both elvtrs. here.—X.—The Friesen Grain Co., formerly located at this place, has been reported removed.

Faulkner, Kan.—The Farmers Union has the elvtr. here (owned by the Rea-Patterson Co.) leased for one year and then may build one.—Geo. W. Imel, mgr. Farmers Union.

Halstead, Kan.—I. M. Tuggle has resigned his position as mgr. of the Farmers Elvtr. Co. and has been succeeded by Emil Rauckman. Mr. Tuggle will engage in another occupation.

Saxman, Kan.—We have taken over the elvtrs. and the mill formerly belonging to the Leonard Mill & Elvtr. Co. and are operating the plant.—Kansas-Oklahoma Mlg. Co.—This was reported as the Saxman Mlg. Co. recently.

Dundee, Kan.—The Dundee Farmers Grain Co. (incorporated for \$25,000 last May) has purchased the stock of the former organization known as the Dundee Farmers Grain & Supply Co.—Dundee Farmers Grain Co., Elmer Unruk, mgr.

Wichita, Kan.—W. P. Husten has resigned as traffic mgr. of the Board of Commerce which position he has held for about four years. His resignation becomes effective Oct. 1, then Mr. Husten plans to be connected with the Wichita Terminal Elvtr. Co.

Spring Hill, Kan.—We have bot the elvtr. and coal business of the J. S. Null estate here, and have taken possession. The firm name will be the J. H. Kinnear Grain Co.—J. H. Kinnear Grain Co. by C. D. Kinnear.—This plant was operated under lease by H. E. Mossman last year.

Bucklin, Kan.—The elvtr. of the Bucklin Co-op. Exchange that I am operating under lease was sold at sheriff's sale on Sept. 6 as reported, but as it is real estate, the parties buying same do not get possession for eighteen months. The board of directors of the Exchange were the buyers.—Merton Anderson.

Derby, Kan.—Regarding the fire we had here, the elvtr. was a total loss. Five hundred bus. of wheat in the elvtr. were burned; all covered by insurance. We will rebuild at once a 10,000-bu. house, frame covered with iron, and equipped with automatic air dump and automobile scales.—Larabee Flour Mills, E. S. Gross, agt.

Halstead, Kan.—Henry Buller, an employe of the Halstead Mill & Elvtr. Co., narrowly escaped death recently when a box he was handling caught on a moving passenger elevator. He was caught under the chin between the box and the wall of the building and would have been strangled but for the presence of other employes who heard his cries. An examination disclosed no serious injury.—L.

Harper, Kan.—The Harper Flour Mills, operators of a mill and elvtr., became a bankrupt on Sept. 7, with a loss of about \$100,000, and with this failure they have carried down the Citizens' State Bank, whose officials will personally lose about \$70,000. The business of the Harper Flour Mills will probably be rearranged and continued, but the bank can not be reorganized under the present ownership.

KENTUCKY

Paducah, Ky.—We will complete our new elvtr. now under construction as reported, by Oct. 10. The elvtr. will have a capacity of 50,000 bus. of grain, having fifteen bins, 8x8 feet and 50 feet deep. It will be equipped with a high speed elvtr. of 2,000 bus. per hour and Richardson Automatic Receiving and Sacking Scales.—Bradley Bros.

LOUISIANA

New Orleans, La.—The following have been elected to membership in the Board of Trade: E. F. Rosenbaum, Chicago, A. M. Walle, H. J. Eberts, Albert Breaux and F. P. Waguespack.

MARYLAND

Washington, D. C.—The Wilkens-Rogers Co. will award contract for the rebuilding of the plant which was burned a short time ago to the Spencer Construction Co.

BALTIMORE LETTER.

Arthur Blackburn of C. P. Blackburn & Co. was married to Miss Ardis Baldwin Sept. 20.

Stanley G. Erdman, local representative for the Pillsbury Flour Mills Co., was elected to the Chamber of Commerce Sept. 11.

At a meeting of the grain com'te of the Chamber of Commerce it was decided to amend the name of the grade of No. 1 rye to read No. 1 rye Western. This amendment has already gone into effect.

The Western Maryland Railroad has given out plans and specifications for 72 additional storage tanks, which, with its standing tanks, will give storage for over five million bushels. This latest addition, which was designed by Jas. Stewart & Co., will include an additional working house with a drier, cleaner and two receiving pits.

The Northern Central Elvtr. has been doing its best to relieve the car shortage. Recently during 8 working days of 8 hours each, it received 2,000,000 bus. of grain from cars. Its best day the 4 Stewart Car Unloader dumped 227 cars. The grain accumulated so fast this rapid handling house is now running two shifts in order to prevent congestion of the Pennsylvania tracks here.

MICHIGAN

Port Hope, Mich.—The Mhlethaler Co. has been out of business since Sept., 1920.

Fenton, Mich.—The Michigan Bean Co. of Saginaw has purchased the plant of the Fenton Elvtr. Co. and has already taken possession.

Ypsilanti, Mich.—The Ypsilanti Farm Bureau Elvtr. Co. has purchased the mill of the Amendt Mlg. Co. for the sum of \$22,500 and has already taken possession.

Snover, Mich.—The new elvtr. of the Snover Farm Bureau has been completed at a cost of \$13,000 and will be operated under the management of Charles Buckler.

Corunna, Mich.—We are actively engaged in the carlot grain handling business here and are operating a 10,000-bu. elvtr. S. M. Kerby is mgr.—Albert Todd Co.—This company was not listed in the Journal's recently published Michigan list.

Flushing, Mich.—This company has purchased the stock and elvtr. of the Farmers Co-op. Elvtr. Co. and is now doing business under the name Flushing Elvtr. Co. Chatterton & Son of Lansing and Mount Pleasant are back of the plant.—Flushing Elvtr. Co.

Oxford, Mich.—In your compilation of regular grain shippers of Michigan you have listed my name as the mgr. of the Oxford Farm Bureau Local. This is an error, undoubtedly due to me as I usually sign all letters that are sent out. Frank Butler is mgr.—Harold Campbell.

Posen, Mich.—The grain and potato elvtr. operated by the Martindale Grain & Bean Co., successor of the Posen Elvtr. Co., has been rebuilt. The plant was burned a few months ago. The new building is 35x175 feet and contains a potato room, main building and flour shed.

Saginaw, Mich.—The Saginaw Co-op. Marketing Ass'n, which was reported as having purchased a site on which to build an elvtr., has turned the office building located on the site into a store, and machinery for cleaning and handling beans will be installed immediately. The ass'n plans to erect an elvtr.

MINNESOTA

Oakland, Minn.—Moses Buchanan is the new mgr. of the Oakland Farmers Elvtr. Co.

Dovray, Minn.—Miles Tormey has purchased and is operating the elvtr. of Theodore Paal.

Porter, Minn.—The elvtr. of the Eagle Roller Mill Co. was slightly damaged by lightning Sept. 4.

Anoka, Minn.—The W. A. Emery elvtr. is now operated by the Anoka Buying & Selling Ass'n.—X.

Wilmot, Minn.—The B. B. Anderson Elvtr. Co. has taken down its office and erected a modern building in its stead.

Minneapolis, Minn.—The Morse Grain Co. is out of business.

Minneapolis, Minn.—The Kelso, Kauth Grain Co., Inc., is out of business.

East Grand Forks, Minn.—The elvtr. and potato warehouse of the Farmers Co-op. Marketing Ass'n has been overhauled.

Oakland, Minn.—L. O. Ofstun is the new manager of the plant of the Oakland Farmers Elvtr. Co., having taken possession Sept. 20.

Montgomery, Minn.—L. N. Neusman has opened an elvtr. here which is being operated under the management of Matt Stanek.

Princeton, Minn.—The sum of \$2,500 is being expended on repairs and improvements for the plant of the St. Anthony & Dakota Elvtr. Co.

Duluth, Minn.—J. M. Ericson, who will be the local representative of H. L. Hankinson & Co., was recently elected to membership in the Board of Trade.

Faribault, Minn.—A new feed mill is being installed in the plant of the Farmers Co-op. Elvtr. Co., of which E. B. Murphy recently became mgr.

Stillwater, Minn.—The plant of the Commander Elvtr. Co. will hereafter be operated under the management of C. W. Dickinson, who succeeds Martin Turnquist, deceased.

Walnut Grove, Minn.—The plant of the Walnut Grain Co. owned by C. H. Ahlfs, which was burned a short time ago, was formerly operated as the Farmers Elvtr. Co.

Savage, Minn.—The plant of the Savage Elvtr. Co. was opened last month and will be conducted under the management of M. E. Stevens. The company will deal in grain, flour and feed.

Red Wing, Minn.—J. E. Danielson, who is operating the Red Wing elvtr. here, having reopened it Sept. 1, has leased elvtrs. at Hager City and Bay City, Wis. The plant at Bay City is now operating.

Red Wing, Minn.—The Winona Malt & Grain Co. of Winona has reopened its elvtr. which has been closed for about four years. Edward F. Krumdick, who has been in charge of the Winona plant, will manage the establishment at this point.

Balaton, Minn.—We have remodeled our annex as reported, put in a 50-foot conveyor to the main elvtr. and a new overhead spout to annex. We also installed a new 7½-h.p. motor and a 5-h.p. motor to pull the conveyor. We reshingled the annex. We now have 22 bins with a capacity of over 40,000 bus. The T. E. Ibberson Co. did the work.—Balaton Farmers Co-op. Co., A. A. Swanson, mgr.

Pipestone, Minn.—We are installing a 25-h.p. motor in place of our old gas engine. We also expect to put in a large new feed mill soon. There is a Farmers Elvtr. Co. here (reported sold at auction recently), but it is not receiving much support. The elvtr. formerly operated by Tobias Bros. is now closed. It is not known what Frank Crosby expects to do with the elvtr.—New London Mlg. Co., R. H. Blackland, mgr.

MISSOURI

Hartsburg, Mo.—A. G. Leuenberger is the new mgr. of the Hartsburg Mill & Elvtr. Co.

Louisiana, Mo.—We have bot out the interest of the Anderson-Garner Co.—Louisiana Elvtr. Co.

Buffalo, Mo.—James A. Bonner is planning the erection of a 10,000-bu. tile and concrete elvtr.

Montgomery, Mo.—E. H. Bauer has succeeded G. E. Van Dever as mgr. of the Producers Grain Co.

Leonard, Mo.—The Leonard Co-op. Ass'n is a newly organized firm here to engage in a general grain business.

Aultville, Mo.—J. S. Klingenberg & Son will have an elvtr. erected at this place. Work on the new plant has already been started.

St. Louis, Mo.—A minimum charge of 20 cents per car for riot or strike insurance on grain coming to this market has been fixed by the Merchants Exchange.

Bunceton, Mo.—The grain business of F. G. Wohlbeck has been purchased by the Producers Exchange Co., which is operating the R. J. Ellis elvtr. Mr. Wohlbeck will remain in charge of the wheat business.

Corning, Mo.—The F. W. Walter elvtr., which has been closed for several years, was burned Sept. 8. Most of the machinery had been removed from the plant prior to the fire.

St. Louis, Mo.—William M. Paris, a representative of Henry Rang & Co. of Chicago, has applied for membership in the Merchants Exchange on a transfer from W. H. Bartz.

Concordia, Mo.—We will not handle grain as reported, but all kinds of feeds and live stock.—Farmers Co-op. Co.—This company was incorporated for \$10,000 a short time ago.

Richmond, Mo.—The elvtr. of the R. V. Seward Grain Co. containing about 5,000 bus. of wheat, was burned Sept. 9. Loss, \$25,000, partly covered by insurance. The fire started from a bolt of lightning.

Carl Junction, Mo.—The plant of the Coyne-Hatton Mfg. Co. containing 3,000 bus. of wheat and a small quantity of corn and oats, was burned Sept. 16 at a loss of \$60,000, partly covered by insurance.

The grain grading campaign inaugurated by the State Marketing Bureau of the Missouri Board of Agriculture will cover lectures in the following territory: Fayette, Sept. 26; New Franklin and Rochepot, Sept. 27; Harrison county and New Hampton, Sept. 28; Bethany, Sept. 28; Linn county and Laclede, Oct. 6. The remaining territory to be covered, together with the dates, will be published later.

KANSAS CITY LETTER.

Wm. H. Muller & Co., Inc., of New York and Baltimore, have opened a branch office here in the Board of Trade Bldg., which will be conducted by Stephen H. Miller.

The branch office here of the W. L. Richardson Co. of New Orleans, will be closed Sept. 30, and D. A. Dimitry, who has been in charge, will become connected with the New Orleans office.

The Russell-Miller Mfg. Co. has let the contract to Jas. Stewart & Co., for plans and specifications for a million bushel reinforced concrete elvtr. with one Stewart Link Belt Car Unloader.

Roy E. Swenson of the Washburn-Crosby Co. has purchased George K. Walton's membership in the Board of Trade for the sum of \$10,500 including transfer fee. Mr. Walton is connected with Goffe & Carkener, Inc.

Work has been started on the 3,000-bbl. flour mill of the Kansas Flour Mills Co. to be erected in North Kansas City. It will be the second largest plant of its kind in the city, and plans are being made to later increase the capacity to 6,000 bbls. The Cereals Co., a subsidiary of the Kansas Flour Mills Co., had issued \$450,000 in bonds to pay for the land and erection of the plant, which will be erected on a 7½-acre site bot by the company for \$35,000.

Work has been started on the excavation for the million dollar grain elvtr. to be erected by Paul Uhlman. The first unit, to cost \$200,000, will be completed some time this winter. It will be 62x227 feet, 115 feet high and constructed of reinforced concrete. The James B. Stewart Construction Co. has the contract. The city commissioner has granted permission to the M. K. & T. Railroad to install switch tracks across the streets and alleys in the vicinity of the elvtr. which will be located in the Rosedale district.

MONTANA

Melstone, Mont.—The Melstone Grain Co. has opened its elvtr. here.

Gilford, Mont.—The plant of the Imperial Elvtr. Co. has been reopened by R. W. Mortell.

Reserve, Mont.—Nels Distad has succeeded Martin Nelson as mgr. of the Farmers Elvtr. Co.

Havre, Mont.—The \$15,000 elvtr. of the H. Earl Clack Co. has been completed and is receiving grain.

Winifred, Mont.—We are operating the elvtr. recently taken over from J. D. Waldron. W. C. Mendel is mgr.—Montana Elvtr. Co.

Sidney, Mont.—The warehouse of the Farmers Mercantile Elvtr. Co. was slightly burned Aug. 31, the fire starting from a stroke of lightning.

Twin Bridges, Mont.—The plant of the Farmers Elvtr. Co. has been reopened and will be operated under the name Western Grain Warehouse Co.

Musselshell, Mont.—The plant of the Farmers Elvtr. Co. was burned Sept. 3. The elvtr. had been newly opened and at the time of the fire contained about three wagon loads of grain.

Ryegate, Mont.—The elvtr. of the Columbia Elvtr. Co. of which Louis Marquardt is mgr., has been equipped with an electrical dumping device and an electrical motor. All of the elvtrs. of the Columbia Elvtr. Co. thruout Montana are being equipped with an electrical dump and motor.

Great Falls, Mont.—A branch office of the Woodward-Newhouse Co. of Minneapolis and Duluth has been opened here under the management of J. C. Templeton. The office will receive merchandise and consignments and will also ship grain to the Minneapolis market and the western coast.

Nearly 100 grain dealers of this state who are doing business without a state license or furnishing a bond must comply with the law before Oct. 10 or be subject to a fine of \$25 a day for each day they operate, according to John M. Davis, chief of the bureau of grain standards and marketing of the state department of agriculture. It is believed that most of the grain dealers, elvtr. and warehouse operators have complied with the law.

NEBRASKA

Nora, Neb.—The Farmers Union Ass'n has completed its 30,000-bu. elvtr. at a cost of \$15,000.

Garrison, Neb.—W. C. Flickinger has purchased an elvtr. at this point and has taken possession.

Sargent, Neb.—Fred Dauphin recently purchased the elvtr. here from Fred Siegelin of Sutherland.

Firth, Neb.—The mill and elvtr. of the Nebraska Corn Mill were burned a short time ago. Loss, \$15,000.

Palmer, Neb.—The elvtr. of Dinsdale Bros., reported as containing about 13,000 bus. of grain, was burned Sept. 15.

Alvo, Neb.—Nels Sogaard of Weeping Water recently bot the elvtr. of John Murty, who died a short time ago. Mr. Sogaard will operate the plant.

Pierce, Neb.—The elvtr. of the Farmers Grain & Coal Co. of which D. J. Malone is mgr., is being rebuilt. The plant was burned a short time ago.

Marquette, Neb.—The elvtr. of the T. B. Hord Grain Co. will be taken down and the material used in the construction of a terminal elvtr. at Aurora.

Rockford, Neb.—A. L. Burroughs, grain buyer, has leased the elvtr. of the Farmers Union Co-op. Ass'n of Rockford of which W. W. Topf of Stromsburg recently became mgr.

Omaha, Neb.—Lloyd Conkin who during the war was assistant to Charles T. Neal, Omaha representative of the United States Grain Corporation, will hereafter be connected with the United Grain Co.

Lawrence, Neb.—The Farmers Union Elvtr. Co. will install a new motor.—Duff Grain Co., J. P. Christianson, agt.—Recent reports state that the Farmers company is planning to increase its capital stock.

Shelby, Neb.—A. C. Dunning, who operated two elvtrs. here, lost one by fire Sept. 15. It was a complete loss, estimated at \$10,000, partially covered by \$7,000 insurance.—R. L. Thompson, Gresham.

Omaha, Neb.—The annual picnic of the Omaha Grain Exchange was held Aug. 30 at the Carter Lake Club at which a large number was in attendance. Swimming, dancing and field sports were the leading activities.

Alden, Neb.—This is only a country post office and a cattle country at that, so am sure there is no elvtr. work being done.—P. M. Aldine.—It was reported in July that the Nebraska-Colorado Grain Co. of Sidney was erecting an elvtr. at this place.

Omaha, Neb.—T. N. Rutter, who has been mgr. of the branch office here of E. F. Leland & Co., whose business was recently taken over by Lamson Bros. & Co., will have charge of the Omaha office of Jackson Bros. of Chicago, which was opened a short time ago.

Lincoln, Neb.—The Gooch Mfg. & Elvtr. Co. has completed a 32,000-bu. concrete mill, seven stories high, which also has a flour capacity of 2,500 sacks daily. The new plant is electrically operated and has been equipped with a chemical laboratory for testing wheat.

Aurora, Neb.—The T. B. Hord Grain Co. has wrecked its elvtr. at Marquette and the material will be used in the erection of a terminal elvtr. at this place. The new building will be 70 feet high, 53 feet long and will have a frontage of 36 feet. Theodore Farris will continue as local mgr.

Milligan, Neb.—Following the insolvency of the Milligan Grain Co., as published in the Journal Aug. 10, 16 farmers have filed claims against terminal market receivers to recover losses by hedging, and the proceeds of grain sold but alleged by the farmers to have been deposited for storage and not for sale. It is alleged speculative losses were paid from the proceeds of the stored grain sold. The defendants named are the Updike Grain Co. and Bert A. Lynn, receiver of the Nebraska State Bank.

Omaha, Neb.—Charles H. Wright of the Nebraska-Iowa Grain Co. and Frank P. Manchester, pres. and sec'y respectively of the Omaha Grain Exchange, have been chosen to be the Exchange's official representatives at the annual convention of the G. D. N. A. at New Orleans, Oct. 2, 3 and 4. Other Omaha representatives will be: J. A. Linderholm of the Crowell Elvtr. Co., E. A. Beardsley of the Merriam & Millard Co., Frank H. Brown of the Frank H. Brown Co., C. D. Sturtevant of the Trans-Mississippi Grain Co., and J. R. Schmidt of the Miller-Wilson Grain Co.

NEW JERSEY

Elizabeth, N. J.—Our storage house has been completed. Capacity 25 cars. We will build an elvtr. next spring, same capacity.—J. M. Reuter & Co.

NEW MEXICO

Raton, N. M.—Machinery is being installed in the newly completed plant of the Raton Mill & Elvtr. Co., and bins for the storage of grain are being erected.

NEW YORK

Buffalo, N. Y.—The Buffalo Flour Club recently elected George Meyers of the Meyers Mfg. & Grain Co. to membership.

New York, N. Y.—Jackson Bros. & Co. will open an office in the New York Produce Exchange Bldg., which will be under the management of Ernest Cleverly.

New York, N. Y.—Clifford G. Franks, well known in the Government Federal Inspection offices, has been appointed division supervisor of New York to succeed Laurel Duval, who became chief inspector. Mr. Franks' headquarters will be located in this city.

Buffalo, N. Y.—John De Bourg, who has been employed by the Eastern Concrete Elvtr. for several years, was crushed to death last month when he became wedged at the lower end of a grain spout. He was dead several hours before his body was found. Mr. DeBourg was 52 years of age.

Oswego, N. Y.—In an endeavor to prevent any further delay in the erection of the state owned elvtr. here, a campaign is to be conducted to obtain a sufficient sum of money that construction might be continued. It was reported that work had been temporarily postponed pending improvements on the Welland canal.

NEW ENGLAND

Gardner, Mass.—We are not having our elvtr. repaired, as reported.—W. N. Potter Grain Co.

Bridgeton, Me.—The warehouse and elvtr. of Hamblen & Ingalls was burned the latter part of August, the fire believed to have started from discarded cigarettes. Loss, \$10,000, is partly covered by insurance.

Rockville, Conn.—This corporation has been dissolved as reported. We are doing business under the same name and by the same owners, but are operating on a partnership basis. Capital has been increased.—Rockville Grain & Coal Co.

Belchertown, Mass.—We are building a warehouse and grain elvtr. here, 50x120 feet, with a capacity of about eight cars bulk grain and about 20 cars sacked feeds. We have been in business at Enfield for seven years.—Ryther & Warren, H. L. Ryther, mgr.

OHIO

Colchester, Conn.—P. Cutler, Inc., grain, coal and lumber dealers, has been incorporated for \$50,000 by Pincus, Samuel, Mary A. and Sarah B. Cutler.

Weston, Mass.—Fred H. Wight, formerly mgr. of the Cushing Grain Co., died Sept. 6, at the age of 62 years, after a long illness. He is survived by one daughter.

Bridgewater, Mass.—We are installing a sprinkler system in our elvtr. here. We also made an addition to our hay shed, as reported, so as to permit us to unload and store five additional cars.—Eastern Grain Co., E. F. McHugh.—It was reported that the sprinkler system had been installed at Brockton.

Stafford Springs, Conn.—George L. Dennis died Sept. 7 at the age of 57 years, after being ill for several months. Mr. Dennis was sole owner and proprietor of the George L. Dennis Grain & Feed Mill until about three years ago when he retired. He had been a member of the Boston Chamber of Commerce since 1910. His widow survives him.

NORTH DAKOTA

Grafton, N. D.—H. M. Hanson's elvtr. was slightly damaged by a stroke of lightning Sept. 1.

Kongsberg, N. D.—C. H. Olson is erecting an elvtr. here.—H. A. Jacobs, mgr. Minnekota Elvtr. Co.

Dogden, N. D.—Our elvtr. is receiving a new coat of paint.—H. A. Jacobs, mgr. Minnekota Elvtr. Co.

Zeeland, N. D.—The Equity Grain Co. has been incorporated for \$25,000 by H. J. and Max Wishek and W. L. Johnson.

Amenia, N. D.—The Amenia Seed & Grain Co. has been incorporated for \$100,000 by S. M. Higgins and E. W. Chaffee.

Stanley, N. D.—The plant of the Nelson Grain Co. was slightly damaged by fire Sept. 16, caused by an overheated exhaust pipe.

Tilden (Brinsmade p. o.), N. D.—The coal sheds and repairs have been completed.—Paul Rutherford, agt. Woodworth Elvtr. Co.

Wishek, N. D.—The Union Elvtr. Co. has been incorporated with a capital stock of \$25,000. Incorporators: Carl A., H. J. and Max Wishek.

Hampden, N. D.—There is no more Hampden Grain Co. as it didn't go thru.—Rosholt Elvtr. Co.—The Hampden Co. was incorporated for \$25,000 in July.

Linton, N. D.—J. P. Schott's elvtr. containing almost 3,000 bus. of grain, was burned recently, the fire believed to have started from incendiary origin. Mr. Schott had only recently expended \$2,000 in improvements on the plant.

Dover (Sykeston p. o.), N. D.—The Osborne-McMillan Elvtr. Co. has purchased the farmers elvtr. at Lemert (R. F. D. Cathay) and has wrecked same and moved it to this place.—T. W. Crissman, agt.

Fessenden, N. D.—The old J. E. Garver elvtr. here has been leased by Robert B. Smith, who is making extensive improvements, including installation of electric power.—T. W. Crissman, agt. Osborne-McMillan Elvtr. Co.

Coburn (Sheldon p. o.), N. D.—The plant of the Farmers Elvtr. Co. has been completed. A new office and feed mill were erected and the plant was equipped with a new cleaner. This replaces the elvtr. that was burned last January.

Max, N. D.—Our house put in a new concrete drive way this summer and was recently painted with two coats of paint including three new signs with the word "Minnekota" in white shaded with black.—Minnekota Elvtr. Co., W. C. Ney, agt.

Maza, N. D.—A farmers' organization has purchased the elvtr. of the St. Anthony & Dakota Elvtr. Co. which has been conducted under the management of A. E. Mapes. The company is composed of F. P. Gehres, pres., Theodore Hanson, sec'y-treas., and M. Wold, mgr.

Aneta, N. D.—The elvtr. of Quinn-Shepherdson, operating here as the Grain Growers Mfg. & Elvtr. Co., has been purchased by the Aneta Grain Co. and will be under the management of C. J. Brown of Jefferson, S. D. Both plants have been undergoing improvements recently.

Dayton, O.—The mill of the Durst Mfg. Co., operator of an elvtr., was damaged by fire recently.

Paulding, O.—The hay warehouse of Bitner & Pollock was burned last month.

North Baltimore, O.—I have been mgr. of the North Baltimore Grain Co. since April 1.—O. L. Todd.

Toledo, O.—Toledo will remain on Eastern time the entire year. Markets will open at 10:30 and close at 2:15.

Fort Recovery, O.—The St. Clair Mfg. & Grain Co., which was recently incorporated for \$50,000, has been sold by C. L. Parker to Charles Stinely.

Rawson, O.—C. L. Parker, who purchased the Rawson Mills about a month ago, has sold the plant, which includes a mill and elvtr., to J. W. Kemper.

Monnett, O.—A voluntary petition of bankruptcy has been filed by the Monnett Equity Exchange Co. with assets listed at \$3,000 and liabilities \$27,000.

Cleveland, O.—V. D. Lersch and J. C. Palmer have formed the Royal Coal & Grain Co., doing a grain and coal brokerage business, and will be located in the Kirby Bldg.

South Solon, O.—U. G. Evans, receiver of the South Solon Co-op. Grain Co., which was reported bankrupt last June, recently sold the plant to J. M. Diffendal for \$12,000.

Bellefontaine, O.—We are track buyers of grain at present but expect to build an elvtr. next spring.—Consumers Coal & Hay Co.—The company was incorporated a short time ago with \$5,000 capital stock.

Circleville, O.—Elvtr. "C" of the Soyco Mills Co., known as the Circleville Grain Co., was damaged by fire starting in the cob bin Aug. 31. The elvtr., which is still operating, will be equipped with a sprinkling system when repairs are made.

Plain City, O.—Z. C. McCampbell has purchased the elvtr. here from Irvin Martin and the plant will be conducted under the management of Lloyd McCampbell. A Fairbanks Stock Scale has been installed to take care of the live stock business.

Defiance, O.—The plant of the Farmers Grain Co. which was burned Aug. 20, is being rebuilt. The office, which was also slightly damaged, has been repaired and reroofed and the elvtr., when completed, will be equipped with a new motor driven attrition mill and a corn sheller.

Haviland, O.—S. A. Gusler has been appointed receiver for the Haviland Elvtr. Co. which went into bankruptcy several months ago. Mr. Gusler resides at Grover Hill and will sell the three elvtrs. that the company operated, situated at Haviland, Worstville and Tipton.

Cincinnati, O.—George Schneider has resigned his position as mgr. of the traffic and hay department of Maguire & Co. to accept the same position with the Richter Grain Co., succeeding Oliver Muchmoor who resigned a short time ago. Frank Maguire, who has been South for his health for some time, has also discontinued connections with Maguire & Co. and will hereafter be associated with W. L. Brown & Co.

OKLAHOMA

Wetumka, Okla.—The elvtr. of the Brazil Mill Elvtr. Co. was burned Sept. 8.

Watonga, Okla.—Mgr. Swagerty has resigned his position with the Oklahoma City Mill & Elvtr. Co.

Wakita, Okla.—The Farmers Co-op. Elvtr. Co. has completed its new elvtr.—Clyde Co-op. Ass'n, C. W. Roseberg, mgr.

Muskogee, Okla.—The Muskogee Mill & Elvtr. Co. has leased its plant to the Hardeman-King Grain Co. of Oklahoma City and McAlester.

Bradley, Okla.—Claude Shelton is the new mgr. of the Bradley Elvtr. & Warehouse Co., succeeding Thomas Rogers in this capacity.

Fairview, Okla.—Fred Moore is now sole owner of the plant and business of the Fairview Feed & Grain Co., the change having gone in effect Sept. 1.

Oklahoma City, Okla.—We have not incorporated and no one is interested in this firm except J. J. Stinnett, mgr.—Stinnett Grain Co.—It was reported that Frank Foltz would engage in the cash grain business with Mr. Stinnett.

Nowata, Okla.—The Young Bros. Grain & Hay Co. has been incorporated for \$100,000 by A. D. and D. A. Young of this place and Viola Young of Yates Center, Kan.

Piedmont, Okla.—The two elvtrs. of Oscar Dow and that of the Oklahoma City Mill & Elvtr. Co. have discontinued operation because train service has been stopped.

Oklahoma City, Okla.—C. M. Henderson, who became connected with the W. B. Stowers Grain Co. a short time ago, has resigned that position and will be located at Wills Point, Tex.

Ponca City, Okla.—Thomas Chastain, formerly with the Yukon Mill & Grain Co. of Yukon, Okla., as elvtr. supt., recently accepted the same position with the Ponca City Mfg. Co. here.

Billings, Okla.—The Grain Growers did not buy an elvtr. here, as reported. They pay the Billings Grain & Supply Co. 4½ cents per bu. for handling their wheat.—Enid Mfg. Co., Geo. Burgin, agt.

Bartlesville, Okla.—Plans for the establishment of an elvtr. at this place are being made. The Chamber of Commerce has appointed a com'te which will travel throughout the state inspecting elvtrs. with that view in mind.

Cherokee, Okla.—N. Anderson has been transferred from Kingman, Kan., where he was connected with the Kingman Mills, to this place, succeeding Roy Reeves as resident mgr. of the Cherokee Mills. Both plants are controlled by the Kansas Flour Mills.

Oklahoma City, Okla.—D. W. Drennan, who has been in the grain business for twenty years, died the early part of September at the age of fifty-four years, after a brief illness. He is survived by his widow, a son and a brother, R. H. Drennan, who is associated with the Drennan Grain Co.

Imo, Okla.—The name of this company was changed from Imo Terminal to the Imo Grain Co. It operated this season, doing a nice business and showing some profit.—Imo Grain Co., F. A. Miller, mgr.—The company had been insolvent and the plant was not in operation, until recently.

Granite, Okla.—W. D. Mathews resigned this company June 1 as reported and was succeeded by Palmer Briggs. Our head office is now located at this place. Mr. Briggs began work for this company three years ago and worked his way up.—Farmers Co-op. Elvtr. Co., Granite and Mangum.

Jefferson, Okla.—The Morrison Bros.' Mills are now owned by this company. At present the elvtrs. at Medford and Renfrow are operated by the Grain Growers Ass'n and the one at Pond Creek by the Enid Mfg. Co. We are operating the only elvtr. at Jefferson.—James McIntyre, mgr. Jefferson Mfg. Co.

Richland, Okla.—Elvtrs. here and at Lockridge of the El Reno Mill & Elvtr. Co. have been closed because of the discontinuance of the operating of the St. Louis, El Reno & Western Railroad. Karl E. Humphrey, receiver of the road, is operating a truck and he is planning to add a trailer by which grain might be hauled.

Frederick, Okla.—In regard to the repairs and additions to our plant, we would say that such work was completed during May and consisted of a thoro overhauling of the house, new and heavier main drive gears with an increase in the speed of the legs and machines, the installation of a new leg and the addition of two new bins, one directly over the hopper scales and one directly under the scales, also new and larger distributing hoppers. While we did not increase the storage capacity of our house, the changes above resulted in about 50% increase in the handling capacity.—E. O. Billingslea Grain Co.

OREGON

Haines, Ore.—E. W. Hearing and Elwood McCullough have leased the 50,000-bu. Tri-State elvtr. and will conduct a storage and elvtr. business.

Portland, Ore.—J. H. Hollister has, at present, no connection whatever with this company.—Albers Bros. Mfg. Co., Theo. Schonumer, ass't mgr.—It was reported that Mr. Hollister had assumed charge of the Portland office of the Albers Co.

PENNSYLVANIA

Philadelphia, Pa.—John L. Goss has applied for membership in the Commercial Exchange.

Etna (Sharpsburg p. o.), Pa.—The storehouse and elvtr. of the J. E. Ross Grain & Coal Co. was burned Sept. 11. Loss, \$30,000.

Bangor, Pa.—The elvtr. of the Flory Mlg. Co. collapsed a short time ago, damaging the building to the extent of \$3,500. This plant was erected in 1914.

Newville, Pa.—Mr. Heiser will manage this elvtr. for himself and Nickles & Heiser. The elvtr. will have a capacity of 20,000 bus.—Newville Warehouse Co., by Andrew McElwain, pres.

Waynecastle (Greencastle p. o.), Pa.—I took over the business of Franklin Miller & Son July 1, as reported, and have started the re-building of a 20,000-bu. concrete elvtr. and a 100-foot brick storage room. Work will be completed about Dec. 1.—Chas. F. Miller.—The new plant will replace the one burned some time ago.

Erie, Pa.—The Export Co., a subsidiary of the Armour Grain Co., has leased the Pennsylvania Railroad Elvtr. here. It has not been running heavily this year, but has handled about 1,500,000 bus., largely consisting of the grain shipped by the Ames-Barnes Co., Duluth. It has a capacity of 1,250,000 bus. and a 25,000-bu. marine tower.

Pittsburgh, Pa.—A. O. Alexander, commonly known as "Alex," has retired from active service on the Pittsburgh Hay & Grain Exchange after thirty-eight years of active service. He is retiring on a pension. Mr. Alexander began marketing grain quotations in 1884, two years after the founding of the Exchange. Dr. D. S. Stewart, vice-pres. of the Western National Bank, is the only charter member alive.

SOUTH DAKOTA

Lesterville, S. D.—J. A. Kramer's elvtr. was slightly damaged by the fire that destroyed E. B. Kast's plant Aug. 11.

Eagle Butte, S. D.—I succeeded G. M. Hagne as mgr. of the Eagle Butte Equity Exchange June 1.—H. A. Jahnle.

Mapleleaf, S. D.—Olof Sandland, Lars Snortland and Frank Hellkato have incorporated the Mapleleaf Grain Co. for \$15,000.

Parker, S. D.—G. H. Howdle has bot the plant of the Shanard Elvtr. Co. of Bridgewater. J. H. Halsey will remain in charge.

Watertown, S. D.—The annual convention of the South Dakota Farmers Grain Dealers Ass'n will be held Dec. 5, 6 and 7, at this place.

Frankfort, S. D.—The James Valley Elvtr. Co. has been incorporated for \$25,000 by August and F. W. Bastian and Charles L. Nicholson.

Lantry, S. D.—The Geo. C. Bagley Elvtr. Co. has built a new elvtr. here this summer.—Eagle Butte Equity Exchange, H. A. Jahnle, mgr., Eagle Butte.

Red Elm, S. D.—The Geo. C. Bagley Elvtr. Co. has built a new elvtr. here this summer.—Eagle Butte Equity Exchange, H. A. Jahnle, mgr., Eagle Butte.

Parker, S. D.—W. M. Bell & Co. have opened an office at this point which will be under the management of J. C. Weimer who became connected with the company a short time ago.

Newark, S. D.—Our elvtr. was repaired by the T. E. Ibberson Co., as reported, including a new boot pan, cup belt and cooling tank. The plant was also repainted.—T. F. Henderson, agt., National Elvtr. Co.

Brentford, S. D.—We installed a new 10-ton scale and truck and wagon dump; repaired foundation and also installed a manlift besides other minor improvements. We have leased the Security Elvtr. here for storage purposes.—Farmers Union Grain Co.

Langford, S. D.—The National Elvtr. Co. has bot the Roberts & Palmquist elvtr. here. The Olson Grain Co. has installed a new Richardson cleaner, put in a larger leg and generally overhauled the plant. (This plant was formerly operated by the Brown County Farmers Elvtr. Co.) The Empire Elvtr. Co. is doing a general overhauling and building new coal sheds. Our plant has been equipped with a new friction clutch, new distributor spout, new block for engine. All companies here will install motors.—Farmers Co-op. Grain Co., Frank McGovern, mgr.

Tripp, S. D.—The Tripp Farmers Elvtr. Co. is building a new 25,000-bu. elvtr. to replace the one that was destroyed by fire last November.—Aug. C. Schmidt, mgr. Tripp Farmers Elvtr. Co.

SOUTHEAST

Norfolk, Va.—Norton & Ellis have been elected to membership in the Grain Dealers National Ass'n.

Mobile, Ala.—J. L. Suttle of the brokerage firm, Suttle & Hatcher, has returned to the office after a long illness. He was obliged to discontinue business activity last April.

TENNESSEE

Watertown, Tenn.—The Watertown Grain & Feed Co. incorporated; \$15,000 capital stock. Incorporators: J. F. Johnson, H. H. Davis, J. W. Vann, C. C. Young, N. A. Jennings.

Harms, Tenn.—The Harms Grain Co., dealer in grain, cotton and cotton seed, and operator of a grist mill, a corn sheller and a saw mill, has taken over the gin recently erected by the Fayetteville Electric Power & Light Co. It will be operated under the management of J. M. Good.

TEXAS

Waco, Tex.—The Clement Grain Co. recently constructed a warehouse for hay storage.—C. C. Edwards.

San Saba, Tex.—We are installing equipment for the manufacture of chicken feed.—E. L. Childress, mgr. San Saba branch of the Childress Grain Co.

Fort Worth, Tex.—A small quantity of grain owned by the E. G. Rall Grain Co. was burned. The grain was in a railroad car which was ignited by burning grass.

Fort Worth, Tex.—The Priddy-Maer Elvtr. Co. which recently opened a 130,000-bu. elvtr. has been incorporated for \$10,000 by W. M. Priddy, Claude Maer and Nellie Straiton.

Galveston, Tex.—A million-bu. grain elvtr. is to be erected here, together with doubling the dock capacity and increasing railroad facilities. The entire project will cost from \$3,000,000 to \$5,000,000.

Childress, Tex.—John Scott has purchased A. Walling's interest in the firm of Walling Bros. and the business will hereafter be conducted under the name Scott & Walling. The company does a milling business and is a wholesale dealer in grain and feed.

UTAH

Trenton, Utah—The Trenton-Clarkston Mill & Elvtr. Co. has been incorporated for \$25,000.

Ogden, Utah—The first unit of the Globe Grain & Mlg. Co. having a capacity of 1,600 bbls. has been completed and put in operation. The entire plant, when completed, will have a capacity of 3,500 bbls. A feed mill will also be erected in connection with it.

Salt Lake City, Utah—We have changed our name from the Utah-Idaho Brokerage Co. to the Utah-Idaho Flour & Grain Co. and have increased our capital stock from 25,000 shares of a par value of \$1 per share to 100,000 shares par value \$1 per share. Have the same officers and directors as formerly.—Utah-Idaho Flour & Grain Co., D. B. Hughes, sec'y-treas.

WASHINGTON

Tacoma, Wash.—The \$50,000 feed mill of the Kenworthy Grain & Mlg. Co. is nearing completion.

Lind, Wash.—J. H. Llewellyn has succeeded J. W. Moulton as mgr. of the Grain Growers Warehouse.

Ellensburg, Wash.—C. J. Walker, O. M. Meline and G. P. Short have incorporated the Walker-Meline Co. for \$15,000. The company will deal in grain, hay and farm products.

WISCONSIN

Wausau, Wis.—The mill and elvtr. of the Northern Mlg. Co. was slightly burned a short time ago.

Richmond, Wis.—Anderson Bros. have taken over and are operating the elvtr. here under the management of Irvin H. Sather.

Marshfield, Wis.—The Sparr Cereal Co., operator of a mill and elvtr., will hereafter be known as the Marshfield Mlg. Co.

Kilbourn, Wis.—H. D. Corning has sold his business here and the Kilbourn Equity Society has rented his elvtr. and buildings.

Hager City, Wis.—J. E. Danielson, who recently reopened the elvtr. at Red Wing, Minn., has leased plants here and at Bay City.

Kellnersville, Wis.—The partnership of M. Kellner & Son in the flour mill and elvtr. business has been dissolved. M. J. Kellner will continue the business.

Watertown, Wis.—Regarding my plant here, I have not developed any plans and do not know when I will operate it.—Henry L. Goemann, Goemann Grain Co., Mansfield, O.

Milwaukee, Wis.—E. A. Engler of the Buerger Commission Co. of Milwaukee and Charles M. Owen of Minneapolis have been elected to membership in the Chamber of Commerce.

Poskin Lake (Poskin p. o.), Wis.—The Hewett Grain & Provision Co. of Escanaba, Mich., will reopen its mill and elvtr. and will conduct a wholesale grain, feed, produce, provision and grocery business under the management of William McDonald.

Chippewa Falls, Wis.—We are erecting coal pockets here as reported. Our name should be shown as the C. H. Bergman Co. and not the C. H. Bergman Fuel Co. We are not engaged in the grain business but in coal, coke, cement, sand and gravel.—C. H. Bergman Co., by Al. E. Bergman, Chippewa Falls and Eau Claire.

WYOMING

Douglas, Wyo.—The business of the Stubbs-Anderson Grain Co. has been dissolved and will hereafter be conducted by Harry Anderson, formerly general mgr. of the company.

Present Labor Leadership on Wrong Tack.

Labor leadership confines its efforts to attempts to better the condition of those it represents by obtaining more money for less work. Enlightened management attempts to make it possible for everybody, including labor, to have more by increasing production. The viewpoint of labor is the narrow viewpoint of group interests; the viewpoint of enlightened capital is the viewpoint of the general welfare. In order to justify itself, labor leadership must seek a better understanding of the real interest of the worker. The day when labor leadership can appeal to sentiment and obtain advantages by working upon the ignorance of the public in these matters has gone. The farmer, the office worker, the professional man, the distributors, and all that vast horde of unorganized workers, at last understand that organized labor is selfishly seeking its own welfare at the expense of everybody else. Labor leadership is, therefore, confronted with the problem of adapting its policy to fit the new economy and the new responsibilities to society which go with leadership in any field.

The members of a given group of specially trained labor have it in their power to use the monopolistic method of bargaining and to force concessions from the capital employed in the same field as long as that capital is neither disposed to or finds it profitable to make them. In this case, of course, the capital directly concerned loses nothing, since it merely takes out of the consumer of its product the extra share it gives its labor.

It is a singular fact that enlightened management and industrial statesmanship is doing more in the direct interest of the labor group than the leaders of the group are doing or even propose to do. That is because enlightened management has a clearer understanding of the real interest of labor under the new economy.

As a matter of fact, so far as this country is concerned, the supply of capital is apparently so much greater than the present demand for it that, with a restoration of normal conditions, the pressure of capital upon the markets will inevitably have the effect of increasing labor's share in the product of in-

dustry and of raising the standard of living of all. Efforts to raise the standards of living of groups, such as the railroad workers, may succeed even in the absence of an increase in capital, but in that case the result will be obtained by force and coercion, at the expense of the community at large.—American Exchange National Bank.

Memberships of Bankrupts Must Be Transferred to the Trustee in Bankruptcy.

[Continued from page 405.]

trustee was appointed, his petition instituting these proceedings was filed, and plea thereto to the jurisdiction of the court was heard and denied, and thereafter on June 17, 1921, said Bridge & Leonard, also a corporation creditor, filed proceedings for the suspension of said Henderson. Thereupon the trustee filed an amendment and supplement to his petition and all petitioners filed their answer to the trustee's petition as so amended. The Board of Trade claims no right, title, interest or lien in, to or against said membership itself, but insists upon its right to protect its members under the guise of enforcing its rules; all other petitioners are creditors not of the bankrupt but of the corporation known as Lipsey & Co.

It is repeatedly stated by counsel that a membership cannot be transferred unless the creditors of the members consent, and that the Board of Directors is powerless to permit a transfer. There is absolutely no requirement for a consent; neither has the Board of Directors anything to do with a transfer unless it be when an objection thereto is filed. The rules relating to transfers are Sections 1 and 2, Rule X (Rec. 10). When an application for transfer of a membership is posted upon the Bulletin of the exchange by a member, objections to such transfer may be made. That requirement is very far from requiring the consent of creditors. On the contrary if the notice is posted for at least ten days and no protests are made the rules provide "it shall be assumed the member has no outstanding claims against him," and the member would be then free to transfer without regard to what claims might be outstanding against him. While it is true that Rule X, Section 2, requires transfer to one eligible to membership under Section 1, this is not held to affect the rights of the trustee to take this kind of property. He takes only subject to the rules for the purpose of sale and not as an ordinary member.—Board of Trade v. Weston, 243 Fed. 332.

The law recognized two distinct rights accruing to a member in such an association; one the right to do business on the exchange, and this is personal; the other the property right or money value, which passes to and vests in the trustee. When the trustee sells the buyer must have been accepted by the Board; but whether the trustee can find such a buyer does not affect his right to sell the membership as property.

In support of the proposition that a membership is not an asset counsel has referred to the cases of Bartley v. Smith, 107 Ill. 349, and People v. Board of Trade, 80 Ill. 134. An examination of those cases will satisfy that they have no bearing on the question at issue. It is not held by the Illinois Supreme Court that a membership is not property but that it is not property subject to judicial process under the statutes of Illinois. There is a vital distinction which that court has recognized. We refer to the language used in Weaver v. Fisher, 110 Ill. 146, 152-3:

"It is a misapprehension to suppose, as counsel for plaintiff in error seem to, that we held in Barclay v. Smith, 107 Ill. 349, that there are no property rights of any kind in a certificate of membership in the Board of Trade of the City of Chicago. We simply there held that such a certificate is not property which is liable to be subjected to the payment of the debts of the holder by legal proceedings. We did not intimate that from the nature of a certificate of membership in the Board of Trade, it could not, by statute, be subjected to the payment of debts, but only that, under the law as it now is, it cannot be. Whether property shall be liable to be subjected to the payment of debts by legal proceedings, and if so, in what manner, is purely a matter of statutory regulation."

It is undeniable, therefore, that even the Illinois courts recognize a property right in a membership; and while the statutes of Illinois do not provide a means for subjecting such property to the claims of creditors, the Bankruptcy Act does expressly provide that the Trustee shall take any such property. The question in any event is not one of statutory interpretation but of a definition of property and the Federal Courts are not bound by and in fact repudiate the Illinois decisions. This question has been expressly passed on and the Illinois decisions above cited distinguished.—In re Page, 107 Fed. 89.

There is no rule of the Board which permits the Board to refuse to recognize a transfer of the membership from one who had complied

with the provisions of Section 2, Rule X, to one who had been accepted under Section 1, Rule X. The provisions of Section 1 have no effect upon that quality or privilege which belongs to every membership under Section 2, namely, transferability.

APPEAL TO U. S. SUPREME COURT.

The Circuit Court affirmed the decision of the District Court, and the Board of Trade, thru Henry S. Robbins, counsel, has petitioned the Supreme Court of the United States to review the decision. In his brief Mr. Robbins says:

The verified creditors' petition to have Henderson adjudged a bankrupt expressly states that Henderson was a resident of Chicago, and if he had been a resident of the Florida district, the District Court for the Illinois district would have been without jurisdiction to adjudge him a bankrupt, and it would have been the duty of the Circuit Court of Appeals of its own motion to have directed the dismissal, not only of the petition involved in this record, but the entire bankruptcy proceedings.

The Board of Trade is an adverse claimant. Under its charter it has the right to suspend a member until all his debts to all other members are paid. This is but a part of its disciplinary power over its members. The Illinois courts have many times upheld, and many times refused to interfere with, the exercise of this disciplinary power.

The Circuit Court of Appeals erred on the merits in two respects:

(1) It held that the right of the Board of Trade under its rules to suspend a member until his debts to other members were paid ceased upon the appointment of a trustee in bankruptcy—even as respects debts which had accrued before the bankruptcy proceedings—because such suspension "would merely destroy the sale value" of the membership, which "the District Court had the power to prevent."

(2) That court construed the rules to mean that when an application for transfer of a membership had been posted and no objection was filed within ten days, "the right to transfer becomes absolute without action by the Board," and that upon being adjudicated a bankrupt "Henderson ceased to be a member, and was, of course, not thereafter subject to discipline by the Board," all his rights having passed to the trustee. In this the Circuit Court of Appeals affirmed the expressed finding of the decree of the District Court.

As a prerequisite to the transfer of a membership, a member desiring to transfer his membership must produce a person willing to purchase, and the name of this person must be posted on the bulletin board of the Exchange for ten days, and thereafter such applicant must be approved for membership by the Board of Directors. The Board of Directors may not, under this rule, approve the transfer, if the membership is impaired by the pendency of, or suspension in, disciplinary proceedings.

The Circuit Court of Appeals, therefore, misconstrued this rule in holding, as it did, that by reason of the failure of creditors to object within ten days "the right of transfer becomes absolute without action by the Board," and that thereafter the selling member ceases to be a member or subject to discipline.

This membership rule is also construed by the Circuit Court of Appeals to mean that objections to the transfer of the membership must be presented within ten days. The rule will bear no such construction. It requires that the application for transfer shall be posted for "at least ten days when, if no objection is made, it shall be assumed the member has no outstanding claims against him." This merely provides that there must be a posting for at least ten days before the Board of Directors may approve the transfer. The application must be posted on the bulletin and remain there at least ten days, but the Board of Directors, by not then acting, may prolong the period for posting. It remains posted there until it is acted upon by the Board of Directors. Any member, having an outstanding claim against the member may object to the transfer at any time while the application is thus posted; that is, before the Board of Directors shall approve the transfer. The "when" in the last clause refers not to ten days, but to the period of posting. This is necessarily so, because when the Board of Directors acts it must first find that the selling member has—that is, at that time—against him no outstanding claim held by a member.

The foregoing suit has not yet been published in the law reports, and the Supreme Court has not yet indicated whether it will consent to review the decision. Just to have a precedent as a guide it is hoped that this court of final resort will reopen the case.

Secretary Wallace Prepares to Meddle With the Grain Trade.

Washington, D. C., Sept. 21.—The President today signed the Grain Futures Act, which provides for the supervision by the Secretary of Agriculture of the trading in grain futures on the Chicago Board of Trade and other grain exchanges in the United States. Concerning this Act, Secretary of Agriculture Wallace said:

"The new law takes the place of the regulatory provisions of The Future Trading Act of Aug. 24, 1921, which were declared unconstitutional by the Supreme Court of the United States last May. In substance the new law is the same as the old, but the new law is based on the power of Congress to regulate interstate commerce, while the former statute was based on the taxing power of Congress. The new law does not become operative until November 1. As all of the exchanges were fully acquainted with the requirements of the former law, there should be no difficulty or delay in complying with the new law. The exchanges affected are those at Chicago, Minneapolis, Duluth, Kansas City, St. Louis, Toledo, Milwaukee, San Francisco, Los Angeles, and Baltimore.

"This law does not interfere with hedging transactions on the boards of trade. Neither does it interfere with ordinary speculation in the buying or selling of contracts for future delivery. If, however, there should be evidence of undue manipulation, or attempts to corner the market, or of the dissemination of false or misleading information about crop or market conditions by members of the exchanges, such conduct would be inquired into and promptly dealt with as required by the law. In addition, it prohibits the exchanges from discriminating against cooperative associations of grain producers who may desire membership in order to obtain the use of the facilities of the grain exchanges. The Secretary of Agriculture also is given the requisite authority to examine the books and records of the members of the exchanges and to require such reports as may be necessary to carry out its provisions.

"The reports that this law will put the grain exchanges out of business or interfere with their legitimate functions are without foundation. It will not interfere with the proper operation of such exchanges. No one will be persecuted. No proper business will be harassed. The law gives us an opportunity to observe and inquire into the operations on grain exchanges and to put a stop to improper practices, if such exist. It gives opportunity to study this whole system of registering prices of grains. In a year or so we should be able to speak with authority concerning grain exchange dealings. Nobody can do that now.

"In the administration of this law I am confidently expecting hearty cooperation from legitimate dealers in grain and from all others who favor free, open and competitive markets."

FARMERS in Scotland are suffering severe losses to their wheat crops thru a pest known as the wheat-bulb fly, and to rid the crops of the pest, are about to break away from the traditions of their forefathers and change the crop rotation order, says James L. White of the American consulate at Dundee. Many tests made to determine what would destroy the pest all proved futile and now the crop rotation change remains the only remedy.

THE FARMERS UNION and the Kansas Wheat Growers Ass'n have broken their alliance for the marketing of wheat. The union has under way new plans for the marketing of wheat on a co-operative basis and hopes to have them in operation before next harvest. The cause of the breach is said to have been caused by solicitors of the Farmers Union invading the Wheat Growers territory and signing those with whom the Wheat Growers were already doing business.

NEW ORLEANS
THERE'LL BE A HOT TIME AT
NEW ORLEANS

Supply Trade

Boston, Mass.—The Armour Leather Co., one of the trustees and creditors of Alexander Bros. of Philadelphia, has purchased the entire business of the concern. The belting business of Alexander Bros. will be continued by the Armour Leather Co.

River Edge, N. J.—E. C. Unser has recently placed an improved paper car liner on the market. This car liner is made to fit any length car and is in one piece. It is furnished so that it can be placed on the floor of the car and rolled out lengthwise, the sides being then lifted and fastened against sides of car.

Minneapolis, Minn.—We have recently installed the following Carter Disc Separators: Royal Mfg. Co., Great Falls, Mont.; Sterling Grain Co., Minneapolis, Minn.; Farmers Union M. & E., Denver, Colo.; Burrus M. & E. Co., Fort Worth, Tex.; Belleville M. & E., Belleville, Kan.; Sperry Flour Company, Ogden, Utah; Eagle Roller Mills, Shelby, N. C.; N. W. Consolidated Mill, Minneapolis, Minn.; Beloit Mfg. Co., Beloit, Kan.; New Richmond Roller Mills, New Richmond, Wis.; Penn. R.R. Co., Baltimore, Md.; Bartlett Frazier Co., Minneapolis, Minn.; Russell Miller Mfg. Co., Valley City, N. D.; Wm. Bacon Holmes Co., Chelsea, Mich.; Mennel Mfg. Co., Fostoria, O.; Midland Linseed Prod. Co., Edgewater, N. J.; Bacon Holmes Co., Chelsea, Mich.; Mennel Mfg. Co., Fostoria, O.; Midland Linseed Prod. Co., Edgewater, N. J.; Community Mfg. Co., Barnesville, Minn.; Dept. of Interior, Harlem, Mont.; Salt Lake & Jordan Mfg. & Elev., Sandy, Utah; Northfield Flour Mills, Northfield, Minn.; Stock & Son, Litchfield, Mich.—Carter-Mayhew Mfg. Co.

New Entries to Hay & Grain Show.

That the Fourth Annual International Hay & Grain Show to be held in Chicago, Dec. 2 to 9, will be larger than any preceding show is assured by the entrance into competition of new states from the South.

Colleges in the southern states have been invited to induce farmers in their territories to compete and to date Alabama, Georgia, Mississippi, Texas, Kentucky and Tennessee have signified their intentions to be represented.

The great interest being shown in the show by everyone in the agricultural field will soon cause this \$10,000 prize exhibit to be represented by every state in the Union, as well as other countries in which growth of grain is large.

Complete information regarding the exhibit can be obtained by writing to the International Live Stock Exposition, Grain & Hay Show Dept., Union Stock Yards, Chicago, Ill.

Bleacher Patents of Doubtful Validity.

In the suit by the Reynolds Bleacher Co. against the Ellis Drier & Elevator Co. for alleged infringement of the Reynolds patent on a grain purifier the federal court at Milwaukee, Wis., held that since the Reynolds patent was upon a combination of elements it was not infringed unless the defendant was using the combination.

The court said: It may be that there is a big advantage in this art to approach more closely in order to promote expedition and thoroughness, approach more closely to the idea of airtight tanks, towers, columns; but the patentee here got what the government granted to him thru his representation not of that but of what he represented to be an advance in combination with his moving mass up and down of restricting venting. Now if, as against that, one desires to go farther and eliminate or abolish entirely the idea of venting and take his chances on it, he has structurally and upon the basis of process avoided that element of the claims which the inventor who proposed restricted venting can be said to have embodied in his monopoly.

Now it is in evidence here that the defendant has made or installed something like 40 or 50 of these structures. There is no showing which satisfies me that except for the putting in of a manhole at the top of the structure or tower the defendant here has infringed that rather clear element of the Reynolds claim with respect to a vent; and I do not feel like holding that because at some time or other the manhole which was upon the Rockwell Street Elevator—bleacher may have permitted the escape, that because the manhole might get old, that therefore it might permit the escape of the surplus fumes, that the defendant here on a bill filed five years ago should be held to be an infringer. The manhole serves a purpose there, and if the defendant can be upon evidence said to have installed it for the purposes of evasion,

for purposes other than that of discharging the function which it may well be put in to discharge—a means of egress and ingress—ingress and egress to the stack—why, the mere circumstances that a manhole and its cover are there, that they might become leaky without enabling—without evidence enabling the Court to say that that must be the necessary result of it and thereby to say that a plaintiff's patent is so broad that it might include even the ordinary venting thru the intake spout, I am not willing to go that far in this case but dispose of it solely upon the considerations here urged.

I am not entirely clear as to the validity of this patent. Broadly considered, it may indicate a new combination; but from the references that have thus far been made to the art and to the file wrapper, I have the feeling that the patent cannot be a broad patent. If it is a good combination patent, I think it becomes good because of a novel combination of old elements and not because of its being a pioneer or broad new combination. The very circumstance that there is inserted in each of these claims rather industriously the elements respecting the vent aperture, the vent aperturing negatives the idea that it was not conceived to be an important indispensable element in each of the claims. But I shall not pass upon the question directly as to whether this patent is valid. I do not think it is necessary to a determination of this case. The result is that the defendant may take a decree dismissing the bill for want of equity.

The effect of this decision is that the Ellis Drier Co. has the right to install a bleacher using the positive blower.

Suggestions for Grain Exports to Germany.

Berlin, Germany, Sept. 6.—Private importations into Germany are dominated by the money stringency, with the stocks of grains in the millers' hands running low, and importers are hesitating about making commitments owing to the violent fluctuations of the mark. To see the country through the coming winter heavy private importations will be required. American sales might be increased through more liberal credit arrangements on this side, to the effect that grain might be shipped to the big responsible milling associations, such as exist in the lower Rhine region, at a stipulated price in dollars, with payment deferred until the grain actually arrives and has been converted into flour. Knowing the dollar exchange value of the mark on the date the flour is sold, a price to the bakers could be made which would be sufficient to cover the cost of the grain, and afford secure profits to the importing millers. In general it would not seem advisable for American grains to be pressed for sale on the European markets at this precise time, when the new, native grain is available, and while the financial and economic conditions are so disturbed.—Alfred P. Dennis, rep. U. S. Dept. of Commerce.



Standard Ellis Oats Purifier.

Improved System of Oat Purifying.

Like every other process that has been comparatively recent in development the purifying of oats has undergone changes in method suggested by practical experience.

Instead of the square bleaching towers formerly in use these are now built circular. The round tower is stronger, allows a more even feed, and more easily resists the combined grain and fume pressure. Erected with the use of circular steel plate forms, the new towers present a handsome appearance.

In the more up-to-date installations the gas mixture is injected into the tower at two different points, separately controlled, so that when bleaching oats that are of fairly good quality the gas mixture is entered at only one point. When bleaching very poor grades of oats the gas mixture is entered at both points, thus making an extremely powerful and efficient apparatus.

In the older process the sulphurous acid is formed on the oat which has been dampened in advance. In the newer method the acid is formed in advance by mixture of steam and the fumes of the burning sulphur. In the older process the action on the surface of the oat is slow and the grain must be stored in bins 12 to 36 hours to effect the bleaching. In the newer method the oats need be in the tower only 20 minutes to come out perfectly bleached, effecting a great saving of time and storage space.

The Ellis bleaching equipment consists of the sulphur burner built of brick, from which the fumes are sucked into the tank above to be cooled, a pipe of large diameter conducting the cooled fumes to the injector, a short pipe conducting the acid gas into the tower, and the tower, containing a number of reinforced concrete baffle plates.

The injector, described as the lead jet compressor, mixes the gas with the live steam from the boiler. It is made of a special lead alloy to resist the action of the sulphurous acid. The jet of steam at 50 to 100 lbs. pressure has the effect of creating a suction in the pipe leading from the cooling tank and sulphur furnace and creating a compression in the pipe leading into the oats.

As the oats are drawn from the bleacher in a continuous stream it is necessary to provide a supply bin above to keep the bleacher tower full at all times.

With the Ellis equipment it is possible for the operator to exercise his judgment as to the method of bleaching. The operator can vary the proportions of steam and sulphur at will. He can use a little steam and an excess of sulphur and run the oats into a bin to remain for 24 to 36 hours for the fumes to complete the bleaching.

By using the Ellis warm process the operator with a slight excess of steam can turn out oats ready for shipment immediately after having been cooled by running over aspirators or cleaners or thru an Ellis Cooler.

On the warm process, oats may be bleached and loaded back into the same car in 45 minutes from the time of unloading. With this system there are no excess fumes to be blown about the premises and create a nuisance, and the sulphur consumption will amount to about 10 lbs. per 1,000 bus., or 50 per cent more when operating on a poor grade of oats.

The fire hazard is eliminated by the lead jet fume compressor.

For elevator superintendents whose experience has been with the fan or positive blower system and who prefer to continue using the method with which they are familiar the Ellis Drier Co. furnishes a tower with an entry for the steam at a higher level so that the oats can be moistened before applying the sulphur, as in the old system; and when desired by the user the Ellis Drier Co. will install a positive blower instead of the lead jet compressor.

Bleaching the oat not only improves the appearance of the grain but makes it a more wholesome feed for the animal. It will grade better, and of course, the grain elevator operator loses nothing by adding one per cent of water.

The government permits the addition of moisture not to exceed one per cent in the operation of bleaching, and has removed the restrictions on the bleaching of oats, with the single requirement that the oats must be labeled "Purified Oats."

Why Canadian Grain Must Go Thru the United States.

By W. SANFORD EVANS.

Except under unusual conditions like the present, when British coal is coming over, Canada's imports from overseas, altho they may be very valuable, occupy comparatively little cargo space. In 1913, for example, Montreal, which is the chief port of entry, unloaded only some 828,000 tons of freight from overseas.

On the other hand, Canada's exports are mainly bulk products, which require large vessel room. To export 289,000,000 bus. of wheat and flour this year will be to ship 7,750,000 long tons of freight, and there are all the coarse grains, forest and animal products, fruits and manufactures besides. The United States normal freight load outbound is only some two or three times its inbound load in tons. Therefore a vessel having one-third to one-half of a load to a United States port can afford to make a rate eastbound that a vessel arriving light at a Canadian port cannot compete with. When it becomes a question of chartering tramp vessels, most of which would have to come in light, the basic charter rate is from the Atlantic range ports to the United States and higher rates are charged from Canadian and Gulf of Mexico ports.

These are the fundamental economic reasons why so much Canadian export tonnage goes out thru United States ports. Competition distributes the outbound freight load of both countries up and down the Atlantic coast, according as there happens to be room in vessels that have had business coming in. When Canadian freight is not moving in the summer months, a good deal of U. S. freight is attracted to the Canadian liners, but during other seasons much more Canadian freight goes to United States liners. And when extra accommodation is needed it generally, but not always, pays to charter tramps from United States ports. As the United States is importing more British coal than Canada, and iron besides, the relative position this year is not very far from normal.

In any case Canadian ocean ports could not handle 289,000,000 bus. of wheat in a year. Judging by the best performances up to date, Montreal can only handle about 20,000,000 bus. of all grains per month and probably that is about all that can be regularly fed to it. The use of Quebec would make little difference. These ports are open only eight months and not enough wheat can be stored in Eastern Canada and moved all-rail during the winter to keep up such a rate of shipment during the winter months and St. John and Halifax could handle only a fraction of that quantity and Portland, if that port can be included in Canadian routes, only another moderate fraction.

In 1915, from Sept. 1 to the close of navigation, 98,347,000 bus. of wheat was shipped from Fort William-Port Arthur to United States lake ports, and only 46,032,000 bus. to Canadian lake ports and from the opening of navigation in April, 1916, to August 31, to United States ports 65,640,000 bus. and to Canadian ports 42,819,000 bus. If the strikes in the United States have the effect of slowing down the ex-lake movement, a new problem will arise, but the capacity of the Canadian routes will remain what it is.

The bigger the size of a Canadian export surplus the bigger the percentage that tends for economic reasons, to be diverted to United States routes.—*Grain Trade News.*

Effect of Alkali on Concrete.

Experiments were made at Calgary to determine the effects of alkali on concrete and the results have been reported to the Engineering Institute of Canada.

In October, 1918, 270 concrete blocks and 180 cylinders were made at Calgary, under close supervision. These blocks were molded in wooden gang molds, 10 in. x 10 in. x 30 in. long, and the cylinders in steel molds, 8 in. in diameter and 16 in. long. Two hundred and sixteen blocks were made, using Western cement, and 54 from Owen Sound cement. All were carefully marked for identification purposes.

All materials used were analyzed physically and chemically.

The gravel was from what is known locally as the Carseland pit, a well graded, bank-run material. The water was from a city of Calgary main. Samples of soil and ground water were procured from each hole, in which a specimen was placed.

The general conclusion to be drawn from the results of compressive strength tests at the end of 20 months is that with these materials, washing, screening and grading of material produces concrete of higher strength, and the expense of such is justified by the results obtained.

On the whole the 1:1½:3 mix showed up better than the 1:2:4 mix, and it would appear that the concretes with the highest tensile and compressive strength stand up best under alkali conditions.

No doubt frost action played a part in the disintegrating process. The worst conditions, particularly in the influence of disintegration, were most apparent on the South and West sides—where the rays of the sun and the prevailing winds would naturally have most influence.

It is probable that the cements with the highest tensile and compressive strength add materially to the life of concrete placed in alkali soils.

So many comments are noticed in semi-technical, and even technical journals, regarding the action of alkali on concrete that it is apparent that a misapprehension exists in the minds of many. The destruction of concrete in alkali districts has not as yet been proven to take place in strongly alkaline solutions. Experience appears, however, to point to the most severe action in the presence of sulphates and chlorides of sodium and magnesium soil solutions of not more than mildly alkaline reaction.

Suggestions.—Efforts should be made to get the densest possible mixture, and in this connection the smallest quantity of water consistent with good work should be used; in other words, a quaking mixture should be made of a workable mix, i. e., to a consistency that will permit of the concrete flowing around the reinforcement with thorough puddling, and not so as to cause the finer particles to be carried to the top in suspension, and the heavier ones to settle. About 1 gal. of water to each cubic foot of concrete in place is a fair average for a good mix.

The best possible materials procurable should be used—and the best graded mixtures. All bank-run material or river gravel should be screened out and remixed in proper proportions—based on proper tests made as to voids.

It is desirable that all material should be washed and it is almost essential that the sand should be washed. Since concrete of the greatest possible strength has been proven to be more resistant to alkali action, the object of careful selection and washing of the aggregates is to obtain the highest possible strength with a given mix. This washing will remove excess of silt and organic matter commonly present, as well as alkali salts that are known to affect the strength of concrete materially. It is practical to use local materials with a considerable saving by adopting the above ideas.

In this connection, however, it would be folly to assume that sands can be properly selected

and passed on without proper tests having been made on them.

More care should be exercised in making field joints, using ½ in. of 1:2 grout on the junction between the old and new work.

Where chutes are used, they should be on easy slopes and kept down to the shortest possible length.

The time of mixing is an important factor, and it is now generally conceded that the best results are obtained from machine mixing for a period of about 1½ to 2 minutes' continuous revolving of the mixing drum.

Backfilling with sand and gravel with the coarser material next to walls, and plenty of weep holes are all extremely desirable, and particularly on types of structures more easily subject to alkali conditions.

Proper seasoning and protection from the elements, and not too early removal of forms. It is important to remember that the methods and operations adopted in mixing concrete are just as important factors affecting its density, strength and permanence as are the qualities of the materials used.

Closer supervision of all work done, by men who really know the concrete business, is essential.

Grain Receiving Ledger

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its numbered pages of linen ledger paper, size, 8½x13½ inches, is ruled for 42 wagon loads. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with keratol back and corners.

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Grain Dealers Journal
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Each ticket gives the following information: Kind of scale used; Station; Car Number and Initials; Shipper's Name; —lbs. equal to —bus. of No.—; Date scales were tested and by whom; car thoroughly examined and found to be in good condition and properly sealed when delivered to the ————R. R. Co.; Seal Record, name and number, sides and ends; marked capacity of car; date; and name of the weigher. On the reverse side of both originals and duplicates is a form for recording the weight of each draught.

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Order Form No. 89 SWC. Price \$1.00.

Grain Dealers Journal, Chicago, Ill.

Grain Carriers

THE RATE by water from California to Portland, Ore., has been reduced on barley from \$2.60 per ton to \$2.40 per ton.

THE NOTATION "accepted subject to delay on account of strike" need not be stamped on Bs/L any longer, the Frisco Ry. has advised the Kansas City Board of Trade transportation department.

A FLEET of 226 war-built wooden vessels were sold Sept. 12 by the Government to Geo. D. Perry, attorney for the firm of Lent & Humphrey of San Francisco, for the sum of \$750,000. The total cost of the ships sold was more than \$300,000,000.

AN APPEAL has been made to the American Railway Ass'n for help in securing necessary equipment to move grain, by the Kansas City cash grain handlers. The Union Pacific is furnishing cars promptly, but other roads supply but 25 to 50% of the needs.

THE KANSAS Utilities Commission, thru its chairman, Clyde M. Reed, made an appeal Sept. 21 to the American Railway Ass'n, for a better distribution of cars in Kansas. Much wheat is on the ground and elevators are full with no means for moving the grain.

GRAIN STEAMERS between Port Colborne, Ont., and Montreal, Que., are receiving a rate of 7¼ cents per bu. As some of them which were loaded recently held 47,000 to 60,000 bus., the gross receipts have been from \$3,400 to \$4,350, on which the profits must be large, as the boats are small and expenses not heavy.

THE C. & A. is charged by the Illinois Commerce Commission with failure to furnish cars to grain dealers along its right of way. The commission asks that every effort be made to distribute a sufficient number of cars for the needs of grain dealers, and has filed complaint with the Interstate Commission.

A MOTOR TRUCK is being operated over the road of the St. Louis, El Reno & Western Ry., by Receiver K. E. Humphrey, since he ceased to operate trains. As the elevators at Lockridge and Richland, Okla., have been idle due to no trains, he may add trailers to his truck so that grain can be transported, and the elevators again operated.

THE COMMITTEE selected to represent the grain dealers in the conference on the subject of policing rules in connection with proportional and transit rate reference on grain consists of C. T. Vandover, Southern Minn. Mills, chairman; J. B. McGinnis, Memphis; Chas. Rippin, St. Louis; W. R. Scott, Kansas City; H. C. Wilson, Sioux City; and H. A. Feltus, Minneapolis.

A DECISION rendered in the report of Commissioner Hall on I. C. C. No. 11140, Board of R. R. Commissioners of South Dakota v. Director-General, A. T. & S. F. et al. opinion No. 7866, 73 I. C. C. 347-60, held that rates on grain and grain products from points in eastern South Dakota to all points in Iowa are unjust and unreasonable and prescribed, without issuing an order, rates found as complying with the law. The commission also prescribed reasonable charges for out-of-line or back hauls.

RATES on grain, grain products and feed from Ohio River crossings to New Orleans were held not to be unreasonable by Examiner Kork of the Interstate Commerce Commission in recommending the dismissal of the complaint filed by the St. Louis Merchants Exchange against the any-quantity rates under which millers in the Southeast reship less than carloads. Dealers at basing points receive grain in carloads and distribute in less than carloads at the same thru rates that complainants paid.

LOADINGS of all classes of commodities for the week ended Sept. 9, totaled 832,744 cars. This was a decrease of 98,854 under the previous week, due to the holiday Sept. 4. Loading of grain for the same week totaled 47,732 cars, this being 6,287 less than the previous week and 7,332 cars below the corresponding week last year.

A HEARING will be held Oct. 18 at Cairo by Examiner Keene of the Interstate Commerce Commission on the rates on grain moving from Omaha and Missouri river points to Arkansas and Louisiana. Cairo shippers contend that the rates from Cairo to that territory are out of line with the thru rates.

THE CHICAGO Board of Trade and other exchanges filed a request with the Interstate Commerce Commission asking suspension of Curlett's Supplement 20 to I. C. C. A25 and Supplement 24 to I. C. C. A15. The change in Rule 7 contemplates the removal of the words "unless shortage is occasioned by accident or defective cars." The result of the striking out of those words would be that carriers could deduct from shippers claims ⅓ of one per cent natural shrinkage, even tho the grain was lost thru accident or a defective car. The change applies on ex-lake grain only.

A HEARING will be held Oct. 9 by the Interstate Commerce Commission on the removal of the differential between wheat and coarse grain in freight rates. The complaint was made by the Kansas Utilities Commission. For many years coarse grains took 90 per cent of the wheat rates and when wheat rates were lowered 16 per cent last year, coarse grains took a reduction of 22 per cent. Railroads have been seeking to bring the coarse grain rate up to the wheat rate but the Kansas Utilities Commission contends that the wheat rate should be brot to the coarse grain level.

A HEARING will be held on the proposed U. S. grades for hay at the Stockyards Inn, Chicago, Ill., on Sept. 27 and 28.

The Mississippi River Barges.

A typical Mississippi River barge of the present day is built of steel and is flat-bottomed and will hold 40,000 to 70,000 bus. of grain. It has eight water-tight compartments, and cargo is taken on thru 16 hatches.

Below the holds containing the grain or merchandise some of the boats are provided with bottom holds for liquids such as oil and molasses.

One tow down the river will consist of many of these barges all guided by one tugboat. Light draft is the chief characteristic of all these river boats, as the depth of water controls the amount of cargo that can be taken on. The old wooden boats could carry only 35,000 bus. of wheat, while the new steel barges will take 70,000 bus. on the same draft.

Government Ownership in France Incompetent.

Nationalization of railways, shipping, food and fuel supplies, manufacture of arms and explosives and many other enterprises was tried by the government of France during the war, just as many other countries engaged in the same enterprises. The result proved conclusively that government ownership is not a paying proposition.

The operation of the railway systems, postal and telegraph services and other nationwide businesses was carried on so poorly that operations are again being turned over to private interests, and government is gradually getting out of business.

Of all the enterprises attempted, only the tobacco monopoly pays its own expenses and yields a small revenue for the government. On the postal, telegraph and telephone systems the losses amount to about 600,000,000 francs annually.

The railroad business is already doomed and the tobacco business is threatened.

Buffalo Elevators May Pay Commission Out of Elevation Charge.

Under the published tariffs of 15 railroad companies providing

"The rates named herein include a charge of not exceeding one cent per bushel made by the Buffalo * * * elevators against the grain for elevation and transfer from lake vessels to cars, and five days storage; said charge to be retained wholly by such elevator companies as compensation for services performed."

and applying to 18 elevators at Buffalo the Delaware, Lackawanna & Western Railroad Co. collected from shippers \$1,535.59 on 153,559 bus. of grain elevated by Spencer Kellogg & Sons, Inc., but refused to turn over the money on the ground that to do so would be rebating, as Kellogg & Sons had paid the forwarding agents a commission of \$695.59 for furnishing grain to their elevator.

Kellogg & Sons brot suit against the Lackawanna and were given judgment in full by the Supreme Court, Erie County, at the June, 1922, term. The court said:

In the transaction of elevating the 153,559 bushels of grain from the lake steamers and delivering it into defendant's cars, the plaintiff did not in any wise act for or represent the defendant. The grain was not shipped to the defendant at Buffalo. It was shipped to the forwarding agents of the owners; it was delivered to the plaintiff by the masters of the boats at the request of the forwarding agents; the forwarding agents paid the freight charges for its transportation to Buffalo. The defendant had no interest in, control of, or responsibility for the grain prior to its delivery to the defendant in its cars; prior to that delivery the plaintiff certainly was not the defendant's agent as to that grain, and the defendant was not responsible to any one for plaintiff's acts relative thereto. It is very difficult to see how it could be successfully argued that the plaintiff acted as agent or representative of the defendant when it paid the commissions to the forwarding agents. While it is true that the plaintiff promised that it would not pay such commissions out of its charges for elevation, etc., of one cent per bushel, and it may be that a violation of that promise is a federal offense, yet how does such offense create any liability, criminal or otherwise, against the defendant? If the defendant had no knowledge of such wrongful act, it is very clear that no possible liability could be created by the payment of plaintiff's claim.

Does the fact that defendant now knows that the plaintiff has paid such commissions legally authorize defendant to retain the \$1,535.59 that it has collected for the plaintiff's service in handling the grain? What is to become of such money? Does the fact that defendant now knows of plaintiff's payment of such commissions give defendant title to such money? Whatever offense was committed was committed by the paying of the commissions some time in 1921, with which act defendant was in no wise connected. By paying the moneys now in defendant's hands to the plaintiff, it is inconceivable how defendant could be said to aid, abet, or assist plaintiff in the commission of a violation of the federal statute in 1921. It is very clear that the defendant up to the present time has incurred no liability, criminal or otherwise, by plaintiff's paying such commissions. The criminal act of rebating, if committed at all, was complete in 1921.

In the absence of some testimony connecting defendant with the plaintiff's act of paying the commissions, the conclusion is reached that such payment was not made by the plaintiff as defendant's agent, that defendant is not responsible therefor, and that the paying of the moneys in defendant's possession, collected of the shipper, to the plaintiff for elevating the grain, in pursuance of a judgment of the court, would not create any liability, civil or criminal, against it.

Verdict is directed in favor of plaintiff against defendant for \$1,535.59, which will be entered by the clerk, and an exception noted for the defendant.—105 N. Y. Supp. 70.

It is the growing belief that an effort will be made by politicians to arouse sentiment in favor of higher prices sufficiently to induce buying enough to bring about an advance prior to the November elections. Whether or not such a movement could succeed so soon after the disastrous experience of speculators in May wheat remains to be seen. Should war news prove threatening again next week, doubtless renewed buying would appear, but we are skeptical of the ability of the wheat market to maintain advances at this time.—L. L. Winters.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

E. B. Boyd, agent Western Trunk Lines, in Circular 1-P gives rules, regulations and exceptions to classifications, effective Oct. 15.

C. & A. in Supplement 4 to 1609-F gives local, joint and proportional rates on grain, grain products, seed, hay and straw between Chicago, Peoria, Ill., and St. Louis, Mo., also Rondout and Waukegan, Ill., and stations in Missouri on the C. & A., also Hannibal, Mo., effective Oct. 16.

C. & A. in Tariff 1614-G gives joint and proportional rates on grain from stations in Illinois on the C. & A., and C. & I. M. to Aurora, Cairo, Ill., Evansville, Indianapolis, Jeffersonville, Lawrenceburg, New Albany, Seymour, Ind., Cincinnati, Ohio, and Owensboro, Ky., effective Oct. 16.

C. & A. in Supplement 2 to 1604-G gives local, joint and proportional rates on grain and grain products between Chicago, Joliet, Peoria, Pekin and E. St. Louis, Ill., also St. Louis, Mo., and stations on the C. & A., C. M., C. & N. W. in Illinois, also to Toledo, O., and Detroit, Mich., effective Oct. 1.

C. & A. in Tariff 1620-F gives joint and proportional rates on grain products from Alton, Bloomington, E. St. Louis, Granite City, Lincoln, Lockport, Pekin, Peoria, Springfield, Venice, Ill., and St. Louis, Mo., to stations in Illinois, Iowa, Minnesota, Missouri and Wisconsin, effective Oct. 16.

C. & A. in Supplement 3 to 1609-F gives local, joint and proportional rates on grain, grain products, seeds, hay and straw, from Chicago Peoria, Ill., St. Louis, Mo., Rondout and Waukegan, Ill., to stations in Missouri and Hannibal, Mo., effective Sept. 13.

C. & A. in Supplement 1 to 1604-G gives local joint and proportional rates on grain and grain products from Chicago, Joliet, Peoria, Pekin and East St. Louis, Ill., St. Louis, Mo., and stations on the C. & A., I. M., and C. & N. W. in Illinois, also to Toledo, O., and Detroit, Mich., and stations on connecting lines in Illinois, effective Sept. 6.

C. & A. in Supplement 2 to 1602-G gives the proportional rate on grain and grain products from Kansas City, St. Joseph, Mo., and Leavenworth, Kan., when originating at other points, or when milled at Kansas City, St. Joseph, Mo., or Leavenworth, Kan., from grain originating at other points to stations on the C. & A. in Illinois, Indiana, Iowa, Michigan, Missouri, Ohio and Wisconsin, effective Oct. 1.

C. R. I. & P. in Supplement 3 to 28405-E gives local, joint and proportional rates on hay, straw and corn husks from stations in Arkansas, Colorado, Kansas, Louisiana, Nebraska, New Mexico and Oklahoma, also Joplin, Mo., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., Texarkana, Ark.-Tex., and other stations in Alabama, Arkansas, Louisiana, Mississippi, Missouri and Oklahoma, effective Oct. 18.

C. R. I. & P. in Supplement 7 to 2000-G gives local, joint and proportional rates on grain, grain products and seeds from Chicago, Moline, Peoria, Rock Island, Ill., Burlington, Clinton, Davenport, Keokuk, Muscatine, Ia., Minneapolis, Minnesota Transfer, St. Paul, Minn., to stations on the C. R. I. & P. and connections in Illinois, Iowa, Minnesota, Missouri and South Dakota, including Kansas City, St. Joseph, Mo., Council Bluffs, Ia., Armourdale (Kansas City, Kan.), Atchison, Leavenworth, Kan., Albright, Omaha and South Omaha, Neb., effective Oct. 16.

C. R. I. & P. in Supplement 7 to 10389-G gives local, joint and proportional rates on grain, grain products and seeds from St. Louis, Mo., East St. Louis, Alton, Quincy, Ill., Hannibal, Mo., to stations in Illinois, Iowa, Minnesota, Missouri and South Dakota, also Armourdale (Kansas City, Kan.), Atchison and Leavenworth, Kan., also on grain and grain products from stations in Iowa, Minnesota and South Dakota to Cairo, Thebes, Ill., Evansville, Ind., and Louisville, Ky., when destined to southwestern and Carolina territories, effective Oct. 6.

C. & A. in Tariff 1629-D gives joint and proportional rates on grain products from stations in Illinois to Cairo, Ill., and Evansville, Ind., effective Oct. 16.

C. & A. in Tariff 1651-G gives joint freight rates on grain and grain products from stations in Illinois on the C. & A., and C. & I. M., also St. Louis and Louisiana, Missouri, to Milwaukee and Racine, Wisconsin, and North Chicago and Waukegan, Illinois, effective Oct. 16.

C. R. I. & P. in Supplement 1 to 27537-H gives joint and proportional rates on grain, grain products, seeds, hay and broom corn from stations on the C. R. I. & P. in Illinois, Iowa, Kansas, Minnesota, Missouri and Nebraska, to stations in Illinois, Indiana, Kentucky, Michigan, New York, Ohio and Pennsylvania, effective Oct. 16.

Fight for Grain Rate Decrease.

The grain and hay shippers of the middle west filed an application with the Interstate Commerce Commission thru the Kansas Public Utilities Commission on Sept. 9 asking for a lower freight rate on grain and hay thruout the 13 states between Chicago and the Rocky Mountains. Three hundred and fifty railroads operate in the territory named.

The application asks for a 10 per cent reduction on the prevailing rates for hay and grain on all railroads in the 13 states, and further states that the decrease is asked because the 10 per cent reduction which became effective July 1, 1922, did not affect the interstate rates on hay, grain and grain products and the rates now in effect are unreasonable and unjustly discriminatory and in violation of sections 1 and 3 of the Interstate Commerce Act.

A reduction of 16 per cent granted last year on application by the same commission resulted in a saving of \$30,000,000 on the national freight bill and a saving of \$6,000,000 in Kansas alone. If the 10 per cent reduction is granted, it is estimated that farmers in the western district will save \$22,000,000 and farmers in Kansas \$4,000,000.

A copy of the complaint has been sent to the railroad, utilities or public service commissions of the other 12 states concerned, namely, Wisconsin, Minnesota, Iowa, Missouri, Arkansas, Louisiana, Texas, Oklahoma, Nebraska, North and South Dakota and Colorado, with the request that they participate in the attempt to obtain the lower rates.

Practically all those requested to join have complied and a freight rate conference will be held at Kansas City, Mo., the early part of this week.

France's Flour Regulations.

Paris, France.—The government has issued regulations and furnished standard samples of flour with a supposed extraction of 77% from the wheat. All the millers should produce flour according to this sample, but there are already strong protests from the millers saying that this flour will only give "black bread" and in the actual peace time the public will never eat such bread.

In our opinion this regulation will remain a "dead letter" as there is no possibility of enforcing it; the penal code provides only against the adulteration and not against the improvement of the quality of foodstuffs.

There are many conflicting informations about our wheat crop and many people maintain that it is larger than the figures mentioned. Authorities who have no axes to grind maintain that there will be a shortage of one-third and taking into consideration the importation of hard wheat from Morocco, certainly a quantity of 2½ million tons will have to be imported from abroad, but this does not alter the fact that in the presence of the bumper crop in Canada and the financial collapse in the central European countries, the prices of wheat must necessarily decline.—J. Gersony.

[Since the foregoing was written the Mohammedan world has assumed a more threatening aspect.]

Unfair Policy of the Rock Island on Delay Claims.

By OWEN L. COON.

If a car of grain is negligently delayed in transit the shipper has a legal claim against carrier for any loss that he sustains thereby. Such has been the law for several years.

In fixing freight rates, one element considered by rate making bodies is the amount of claim payments the railroad must make under the above rule of law. The high freight rate shippers pay today is certainly enough to cover the cost on the part of the carrier in giving a fair settlement on delay claims. The unfortunate circumstance, however, is that shippers have to pay the high freight rate whether they get the fair consideration on their delay claims or not.

This has come to be particularly true of the Rock Island freight claim department. W. O. Bunker, General Superintendent of Freight Claims of that railroad, declines to consider such claims unless the car is in transit as a very minimum at least twice the normal movement. Then after applying such an unjust basis, he refuses to pay more than a percentage of the loss thus computed. He personally gave me as an excuse, "We have been paying out too much money." Yet, during July of this year, during the height of the grain carrying season, the Rock Island earned at the rate of 20% per annum on its common stock. Rock Island shippers should mull over that excuse.

A wholesale denial of liability without consideration of claims on the basis of what the average movement is on the majority of other loads can certainly not be sanctioned by the executive staff of the Rock Island. But, until it is changed, grain shippers would do well to route their grain traffic over other roads at competitive points. At non-competitive points, they would do well to route it to destination over some other road at the first junction point. Patronize so far as possible carriers that do give proper consideration to their obligations to shippers. Then file your claim for delay against such delivering carrier. Claims can be filed against the delivering carrier, as well as against the originating railroad, and by following the above policy, some kind of fair consideration can be obtained.

ROUMANIA is making deliveries of grain now in accordance with the credit agreement arranged with the Swiss government. In a supplementary agreement made about a month ago, Roumania was allowed to supply barley, maize and oats instead of wheat. The fall in prices since the agreement was made has necessitated the delivery of much more grain than was originally contemplated. Already two shiploads have left Constanza, another is ready to leave and two more are ready for loading.

Increase in Bad Order Cars.

Statistics given by the Chamber of Commerce Weighing Department of Milwaukee, Wis., clearly show the poor condition of the rolling stock on the railroads today, due to the strike of the car repair and shop men since July 1.

During May the percentage of cars inbound to Milwaukee leaking was 12%; during June, 13%; during July, 21%, and during August, 31%.

Immediately following the strike which started July 1, the percentage of bad order cars went up 8% in July and during August the percentage increased 19% more than in May.

As the figures show that nearly one in three of all inbound cars to Milwaukee are found to be leaking, shippers should use extra care in preparing a car for shipment. Altho 300,000 shop men are now at work in place of 400,000 before the strike, a few lines have been less successful than others in recruiting men, and their cars need inspection by shippers before loading.

Supreme Court Decisions

Specific Time Need Not Be Fixed in Demanding Delivery.—Where seller failed to deliver molasses, it was not a condition precedent to buyer's action for breach of contract that plaintiff, in demanding delivery, fix a specific time therefor.—*Globe Elevator Co. v. American Molasses Co.* Supreme Court of New York, Appellate Division. 195 N. Y. Supp. 78.

Claim Must Be Filed Within Six Months.—Where B/L required claim for loss or damage to be filed at the origin or at the destination within six months after a reasonable time for delivery had elapsed, or the carrier would not be liable, no recovery can be had for loss of goods in shipment, where the claim was not filed within six months.—*Freeman v. Atlantic Coast Line R. Co.* Supreme Court of South Carolina. 113 S. E. 69.

Time Limit for Suit to Recover Freight Overcharge Governed by State Statute and Not by Interstate Act Limit of Two Years.—A contract which stated that the seller has this day sold and buyer "has this day bought" sacks of good marketable barley, now being grown or located near E., was not a valid contract, since it described no subject-matter, and the language was uncertain.—*Davis, Agent, v. Portland Seed Co.* U. S. Circuit Court of Appeals. 281 Fed. 10.

Contract Leaving Quality Blank Not Valid.—Interstate Commerce Act, § 16, as amended in 1920, provided that all claims for the recovery of damages shall be filed within two years after the cause of action has accrued applies only to claims for damages filed before the Commission, and an action in court to recover an excessive freight is governed by the period of limitation fixed by the state statute.—*King v. Glove Grain & Milling Co.* District Court of Appeal, California. 208 Pac. 166.

Sub-Tenant a Surety for Landlord's Lien.—By virtue of the fact that section 2832, Code 1906, Hemingway's Code, § 2330, gives the landlord a lien for supplies with which to make a crop on all agricultural products raised on the leased premises by whomsoever produced, a sub-tenant by reason of the liability of his crops to such lien, to that extent occupies the relation of a mere surety for the debt due by the original tenant to the landlord for such supplies.—*Powell v. Tomlinson.* Supreme Court of Mississippi. 92 South. 226.

Carrier's Liability as Warehouseman.—Where a B/L in an interstate shipment stipulates that the carrier shall be liable only as a warehouseman for goods not removed within a specified time, after arrival at destination and where the goods are admittedly destroyed by fire after the expiration of the time specified, the burden is on the plaintiff to prove that the defendant was negligent.—*Central of Georgia Ry. v. Owens,* 28 Ga. App. —, 110 S. E. 339, and cases there cited.—*Davis, Agent, v. Pearlman.* Court of Appeals of Georgia. 113 S. E. 44.

Seller Can Recover Warehouse Charges After Buyer's Refusal of Goods.—Where defendant buyer refused to accept the goods after they were delivered to a warehouse by plaintiff seller in accordance with the terms of the contract and the seller was required to pay warehouse charges in order to get possession of the goods so as to resell at the highest market price possible, the seller was entitled to recover the warehouse charges as an element of damage.—*King v. Globe Grain & Milling Co.* District Court of Appeal, California. 208 Pac. 166.

Lessor of Warehouse Does Not Acquire Warehouseman's Lien.—Defendant, the owner of a potato warehouse, rented the warehouse to plaintiff and agreed to buy and load potatoes for plaintiff until all the potatoes had been marketed, and plaintiff agreed to pay him a lump sum therefor payable in installments. Held, that his possession of the potatoes purchased and stored in the warehouse pursuant to this contract was the possession of plaintiff and that he had no lien thereon either at common law or under the statute; held further that he had no independent possession of potatoes received in storage for others and was not entitled to recover them from plaintiff.—*Varley v. Oberg.* Supreme Court of Minnesota. 189 N. W. 450.

Warranty of Seed.—In a contract for the sale of cane seed, the parties could agree that in consideration of an increase over the market price under the ordinary conditions the seller would warrant the fertility of the seed. Where cane seed were sold expressly and solely for planting purposes under the positive representation that they were good, sound, sorghum seed for planting purposes, a warranty that they were fertile was implied. Where cane seed sold proved unfit for planting purposes for which they were warranted and were sold as feed, the measure of damages was the difference between the amount obtained on such sale and the contract price.—*Smith Bros. Grain Co. v. Windsor & Stanley.* Court of Civil Appeals of Texas. 242 S. W. 350.

Measure of Damages for Breach of Contract.—In an action for breach of a contract to deliver rice at \$6.95 per 100 pounds gross "ex dock San Francisco in bond," where plaintiffs purchased a like quantity and quality in the open market f. o. b. San Francisco at \$10.25 and \$11 per 100 pounds gross, the burden was on them, in order to recover more than nominal damages, to affirmatively establish, as part of the difference between the cost price under the contract and the market value of the substituted rice, if it was not purchased ex dock and in bond, the amount of the tariff duty and dock charges, which were included in the contract price, and these were not expenses to be pleaded and proved by defendant in mitigation of damages.—*Hind v. Overseas Agencies.* Supreme Court of California. 208 Pac. 110.

How Much Is a Carload?

In *Hart Bros. Grain Co., of Saginaw, Mich., plaintiffs, v. J. A. Manger & Co., of Baltimore, Md., defendants*, the Arbitration Appeals Com'te of the Grain Dealers National Ass'n, composed of A. S. MacDonald, W. W. Manning, E. M. Combs, John S. Green and Elmer Hutchinson, reversed the decision of the lower com'te, stating:

This case comes to the Appeals Com'te from the defendants and arises from the old question—"How much is a carload?"

The plaintiffs sold defendants on Aug. 29, 1920, one car of No. 2 rye at \$2.16 delivered Baltimore, for August shipment and on August 31, 1920, one car of No. 2 rye at \$2.10 delivered Baltimore for prompt shipment, both sales basis of official destination weights and grades. These cars were shipped promptly and contained 80,000 lbs. each. The defendants under date of Sept. 7, on receipt of invoice covering car C. B. & Q. 116088, shipped to fill the first of the contracts in question, notified plaintiffs by letter that eighty thousand pound cars represented shipments in excess of contract and that the surplus would have to be accounted for at the market on day of arrival. Notwithstanding plaintiffs' objections by letter, Sept. 11, the defendants reaffirmed their position under date of Sept. 15 and rendered subsequent account sales on the basis of their original stand of Sept. 7.

If the plaintiffs wished to make shipments according to the capacity of cars furnished by railroads at point of origin—their sales contracts should have been made as "contents of cars." In the absence of any such specification Rule 32 must necessarily govern and this states a carload of rye is 1,100 bus. The plaintiffs have misconstrued the meaning of the latter part of this rule and cannot use it as they do, to argue their claim.

Under the circumstances the handling of the two cars by Manger was entirely in accordance with the rules. We must, therefore, reverse the decision of the lower com'te and find that Hart Brothers have no claim on the defendants. We order that costs of this appeal and costs of the original arbitration case be paid by Hart Brothers.

THE ROUMANIAN government has imposed an export tax of 30,000 lei per wagon on maize, which is equivalent to a prohibition of export.

Must Buy in to Prove Loss.

A. F. Leonhardt & Co., of New Orleans, La., sold 20,000 bus. of corn to the Mexican Importing & Exporting Corporation for delivery Oct. 10, 1917, but on account of the shortage of cars were unable to deliver more than 5,000 bus., which the buyer refused to accept.

Buyer brought suit for an alleged profit of 15 cents per bushel on the whole 20,000 bus., and was given judgment, which was reversed by the Supreme Court of Louisiana May 22, 1922, on appeal by Leonhardt & Co.

Before suit buyer offered to compromise for \$1,000, which Leonhardt & Co. accepted, and sent their check, but buyer returned the check and demanded \$2,500.

The defense was that plaintiff had not proved its loss. Its testimony was that the corn it had bot of Leonhardt & Co. at \$2 per bushel it sold at \$2.15; but the party to whom it sold testified that plaintiff never delivered the corn, giving as an excuse that Leonhardt & Co. would not deliver it. Having failed to establish its loss the court decided against plaintiff.—92 South. Rep. 602.

Proper Discount for Lower Grade?

Appeal from decision of Arbitration Com'te No. 1, in which an award was rendered for \$566.12 against Schaefer Grain Co., of Wichita, Kan., defendant, in favor of Guthrie Mill & Elevator Co., of Guthrie, Okla., plaintiff, Schaefer Grain Company appealing, before Arbitration Appeals Com'te of the Grain Dealers National Ass'n, composed of A. S. MacDonald, W. W. Manning, E. M. Combs, J. S. Green and Elmer Hutchinson.

This controversy arises out of a contract entered into between the above parties on Feb. 8, 1918, under which Schaefer sold to Guthrie one capacity car of No. 3 white corn at \$2.08 a bushel basis Group One, Texas, federal inspection, destination weights, shipment within fifteen days to Denison, Texas.

On this contract there was applied N. C. & S. T. L. 16037, 90,580 lbs. shipped from Englewood, Kansas, Feb. 23, 1918, and diverted under a B/L dated Wichita, Kansas, March 1, 1918, to Denison, Texas, and again diverted from Denison to Fort Worth by Guthrie Mill & Elevator Company under date of March 15. Records also show arrival of car at Denison on March 14. On inspection at Fort Worth on March 27, which seems to have been the first federal inspection, the corn graded No. 3 mixed corn 3.8 per cent color, which information was wired to the defendant, Schaefer Grain Co., and a discount of ten cents a bushel demanded. Schaefer replied asking appeal to Federal Supervisor at Fort Worth, and in the event the grade was sustained accepting the ten cents discount. Federal appeal under date of March 29 reported the corn "sample grade, hot."

The corn was then on an elevator track in Fort Worth, and while no discount had been agreed to the car was by plaintiff ordered unloaded for the protection of the property.

In the meantime the parties hereto were and are unable to agree on the proper discount at which to apply the car.

We agree with the Arbitration Com'te that there was no undue delay in the diversion of the car at Denison as far as the plaintiff was concerned.

We also deny the right of the defendant to tender the car at the ten cents discount when the appeal inspection showed a lower grade than the original inspection on which the discount was based. In calling the appeal the defendant necessarily assumed the risk of the corn grading lower as well as the benefits in the event it should grade higher.

We also find that the discount of 35c a bushel on this corn as fixed by the Arbitration Com'te was not excessive in view of the fact that a stiff premium of approximately 25c a bushel was paid for the corn as white corn based on its suitability for milling purposes, and when the corn became hot it lost its premium value for that purpose.

We therefore affirm the award of Arbitration Com'te No. 1 in this case and assess the cost of this appeal against the Schaefer Grain Co.

IN CANADA there are 3,797 grain elevators.

THE AMERICAN Cotton Exchange of New York, convicted of bucketing orders last June, will suspend trading on the floor until after an appeal from the conviction has been argued next month. Clerks and offices will be kept going, but brokers who have been trading on the floor will have to make trades thru members of other exchanges.

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Employer Not Liable for Absence of Guards Around Manlift.

E. B. Weber, employed in the mill of the Valier & Spies Milling Co., at St. Louis, Mo., fell thru one of the circular openings in the floor thru which passed the man hoist, consisting of an endless belt with platforms on which to stand, and handholds. No one saw him fall. He was found dead, with his skull fractured.

For alleged negligence in not maintaining guards as required by Rev. Stat. 1919, sec. 3789, the St. Louis Circuit Court gave the family judgment for \$5,000, but this was reversed June 6, 1922, by the Court of Appeals, holding that even though the company was negligent, the plaintiff failed to establish by proof that there was a direct connection between such negligence and the injury. The court said:

As we view the evidence in this case, it is just as consistent to infer Weber's death was caused by his falling down the stairway leading from the third to the second floor as that he fell through the opening on the ascending side of the elevator on the third floor, and that it would be mere speculation and conjecture as to which one or either of these was the way in which he came to his death.

Again, even if under the record in this case we were to hold that it was a proper inference from all the evidence in the case that Weber fell down through the man hoist opening on the third floor, it would still require the additional inference that at the time he so fell through the hoist he was not endeavoring to make use of the man hoist. In doing this we would run counter to the rule that inference cannot be piled upon inference to establish a fact necessary to be proven.—242 S. W. Rep. 85.

Schedule for Broadcasting Weather Reports.

Grain dealers who are interested in reports of the weather as broadcasted from the various stations in the United States should hang copy of the following schedule near their radio receiving outfit.

The first report in the morning is sent out at 9:15 a. m. from WBAE of Peoria, Ill., and gives weather forecasts, road conditions and market reports.

At 9:25 a. m. KYW of Chicago broadcasts weather forecasts for Chicago and vicinity, Illinois, Indiana, Wisconsin, Upper and Lower Michigan and Lake Michigan.

From WEW at St. Louis is broadcasted at 10:00 a. m. a report of the weather forecast for Missouri and Illinois and river forecasts for the St. Louis river district. At the same time KYW of Chicago repeats the 9:25 a. m. information.

At 10:30 a. m. WCAP of Decatur, Ill., gives weather forecasts for Illinois and market reports.

At 10:40 a. m. KSD of St. Louis broadcasts weather forecasts for St. Louis and Missouri, weather summary and the river forecasts for the St. Louis district.

At 10:45 a. m. WAAF of Chicago broadcasts weather forecasts for Chicago and vicinity, Illinois, Indiana, Michigan, Wisconsin, Minnesota, Iowa, North Dakota and South Dakota, general forecast, general summary of weather and crop conditions issued from Washington each Wednesday, and state summaries for Illinois, Michigan, Indiana and Wisconsin; weekly weather forecasts issued on Saturday.

At 11:15 a. m. WOC of Davenport, Ia., gives local forecast and state forecasts for Iowa and Illinois as well as river forecasts for the Mississippi between Dubuque and Muscatine.

At 12:00 noon WDAC of Springfield, Ill., broadcasts for Illinois.

At 12:30 p. m. WAAF of Chicago repeats the 10:45 a. m. information.

At 3:00 p. m. WBAE of Peoria repeats the 10:45 a. m. information.

At 4:15 p. m. KYW repeats the 10:00 a. m. information.

At 9:00 p. m. KYW of Chicago gives forecasts for Chicago and vicinity, Illinois, Indiana, Wisconsin, Upper and Lower Michigan and Lake Michigan.

At 9:15 p. m. WDAC of Springfield broadcasts the forecasts for Illinois.

MINNEAPOLIS, MINN.—For many weeks speculators and some crushers have been selling seed and oil, anticipating further declines, because of the expected large movement of our domestic crop, notwithstanding this crop will be less than half the volume of the crop of many years before the war, and the domestic seed supplies as far as we can figure about four million bushels less than last year. Previous to this week the pressure was to sell, but the seed is not moving as expected and oil contracts are becoming due. The sellers have become buyers with the result of an advance in seed this week of 15 to 20 cents per bushel. Argentine values have advanced in the past ten days 10 to 12 cents.—Archer-Daniels Linseed Co.

TOO MUCH interference with business by the Government, before the last presidential election was generally admitted to be a very bad practice, and one sure to increase greatly the cost of doing business, yet the politicians at Washington have enacted regulations for livestock and grain exchanges which will drive many merchants out of business and depress the market for farm products. If the politicians understood business they would be successful merchants, so it is difficult for them to avoid crippling the farmers' markets while attempting to help the farmer.

Books Received

THE PROBLEMS OF GOVERNMENT is a vest pocket edition in 24 pages of L. L. Winters' series of essays on the evils flowing from political perversion of our correctly conceived constitutional system of representative government. No citizen is too busy with his private affairs to read this brochure, crammed with pure thought that should be in the mind of the voter as he goes to the ballot box, if the rights and interests of the minority are to be protected from a tyrannical majority or a noisy minority. By L. L. Winters, of Hulburd, Warren & Chandler, Chicago, Ill.

THE THINGS THAT ARE CAESAR'S, a Defense of Wealth, was neither written nor published for profit, but solely in the public service and in the interest of sound economic thought in the protection of both labor and capital in the United States. The author shows that in the absence of wealth created by thrifty individuals labor starves. Where the accumulations of thrift or the fruits of mental toil are not encouraged by protection of the industries the individuals cease to be industrious and all human progress ends. Because China protected no man in his inventions that country remained undeveloped by the latent genius of a people who discovered gunpowder. The author points out the province of Sze-Chuan, where wheat is worth only 12 cents a bushel because the cost of transportation to Shanghai is \$1.25 per bushel, making the wheat cost \$1.37 delivered. Coal is 25 cents a ton at the mine and \$20 a ton by the time it reaches Shanghai. The inventor of a locomotive or the builder of a railroad in China would have had no protection as there were no patent laws and no corporate organization by law. The author refers to the effect of attempts of a community to make compulsory levies upon capital in the nature of taxation in order to furnish public service thru municipal plants in driving capital from the community. Laws regulating business are objected to by the author as their purpose is plainly to plunder the industrious and thrifty and skillful. He says "Hostile legislation, the forcing by law of high wages on public utility corporations, and the denial of living service charges, forced the closing down and dismantling of not less than forty public utility properties in the United States last year, involving electric railroads, light and power." The author, Guy Morrison Walker, has the gift of making plain to the man in the street how labor has been uplifted by capital, or accumulated property. Third edition, paper, 148 pages; published by A. L. Fowle, New York; price, \$1.

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GRAIN DEALERS JOURNAL

309 So. La Salle St.

CHICAGO, ILL

Official Opening of Gowanus Bay Elevator.

The new 2,000,000-bus. Barge Canal grain elevator, erected by the State in less than sixteen months at a cost of \$2,500,000 in Brooklyn was opened officially by Governor Miller of New York on Sept. 1.

Impressive ceremonies were held with Lieut. Governor Jeremiah Wood presiding and many prominent speakers on the program.

Governor Miller in his speech outlined the plans of the state in regard to the operation of the elevator and stated that the newly completed elevator has put the Barge Canal on the map thru the increased facilities for cheaper handling of grain that it affords. He further stated that at the start of the project to construct the terminals the people voted to expend \$100,000,000 in making the Barge Canal and its connections. Already \$170,000,000 have been spent and the work is now completed.

Julius Barnes, who operates a fleet of barges on the canal, also spoke and was followed by Frederick R. Rowe, pres. of the Brooklyn Chamber of Commerce.

An illustrated description of the new elevator was published in the Grain Dealers Journal Aug. 10, pages 199 to 203.

Feeding Minerals in Rations.

Swine growers and fatteners in the United States have proven thru experiments and practical use that feeding of minerals to growing and fattening pigs is a good and practical procedure.

The big question always confronting the growers is "What is the best mineral mixture?"

The kind of mixture to be used should be determined by the shortcomings of the feed to be fed, that is, the feed lacking calcium and iodine, but strong in phosphorus, sodium and chlorine, should receive those that are lacking, and should be applied in most economical form. Reversal of this procedure should be followed when other minerals are lacking, adding whatever mineral is short.

Tests were recently held on twelve lots of pigs at the Animal Husbandry Section of the Iowa Experiment Station, by John M. Evvard, to determine what length of time it took and how much feed was consumed by pigs in reaching a weight of 225 lbs., from 53 lbs. at start.

All of the groups were fed the same basal feed, two groups being fed that throughout, while others received minerals added to their rations each day.

Group 1, consisting of 10 pigs, fed only the basal ration, took 179.5 days and 519 lbs. of feed to gain 100 lbs. Group 2, also 10 pigs, took but 127 days and 379 lbs. of feed to gain to the 225 lbs. The mineral mixture added to their feed was 7 lbs. of Mineral Mixture A (high calcium limestone, finely ground, 50 parts and common flake salt, 50 parts). The 7 lbs. was mixed with every 100 lbs. of supplemental feed mixture, which consists of corn oil cake meal, 40 parts, linseed oil meal, 40 parts and meat meal tankage, 20 parts.

The result of adding the mineral to the feed was that Group 2 fattened to the required weight in 52 days less than Group 1 and took 140 lbs. less feed.

Comparison of Group 4 with Group 1 shows that the 10 pigs in that group took but 132 days and 411 lbs. of feed to reach the required poundage. Their feed had 7 lbs. of mineral Mixture B (limestone, 33.33 parts, salt, 33.33 parts and spent bone black, 33.33 parts) added to every 100 lbs. of supplemental feed. This group fattened in 47 days less than Group 1 at a saving of 108 lbs. of feed.

Group 6 took 124 days and 391 lbs. of feed to fatten up to 225 lbs. The 7 lbs. of mineral mixture C added to their rations consisted of salt, 30 parts, spent bone black, 25 parts, wood ashes, 12 parts, sulphur, 10 parts, limestone, 10 parts, Glauber's salt, 5.7 parts, Epsom salt, 5

parts, copperas, 2 parts and potassium iodide, .3 part. This group took 55 days less than Group 1 and 122 lbs. less feed to reach the desired weight.

Group 8 took 127.5 days and 379 lbs. of feed to reach 225 lbs. Seven pounds of Mineral mixture D was added to every 100 pounds of supplemental feed. Mixture D is salt, 34.36 parts, spent bone black, 28.64 parts, wood ashes, 13.75 parts, sulphur, 11.46 parts, limestone, 11.46 parts, and potassium iodide, 0.34 parts. The gain over Group 1 by this lot was 51 days and 140 lbs. of feed.

Group 10 took 131 days and 400 lbs. of feed to reach 225 lbs. per pig. Inserted in the supplemental feed of this lot was 7 lbs. of Mineral mixture E, consisting of salt, 38.81 parts, spent bone black, 32.34 parts, wood ashes, 15.52 parts, limestone, 12.94 parts, and potassium iodide, 0.39 parts. The gain by this group over Group 1 was 48 days and 119 lbs. of feed.

Other groups upon which tests were made also showed proportionate gains, establishing the fact that minerals added to rations for fattening pigs are of great benefit when added in the right proportions.

25 Hurt by One Buyer's Vicious Methods.

A recent trip through a section of a state in which a very large tonnage of grain is produced disclosed a trade condition which produces the Moral Hazard in business in an aggravated form, because the results of bad business practices are spread over a large territory.

Competitive conditions cause many dealers to do some things that they would not do otherwise and they continue to do them through force of habit without thinking of the injury inflicted on other dealers in adjoining territory.

In this particular place one of the buyers has followed the bad practice of over-grading all grain outside of his natural territory, paying a price that no dealer could meet and make a dime. His methods were vicious because he used the brass kettle to determine weight and would make 57 pound wheat weigh 60 pounds or better; 26 pound oats he would report as being 30 pounds or better. Corn that other dealers handled graded from No. 4 to No. 6 which he reported it all as No. 3.

Up to date he has got away with it, but every dealer knows that such methods of doing business sooner or later ends in failure. In the meantime, dealers in competitive territory must do business without profit and every dealer within a radius of fifty miles suffers to some extent.

There are twenty-five elevators that handle not less than three million bushels of grain each year that feel the depressing effects of this one man's unbusinesslike methods. There are no benefits derived by anyone through such methods and if continued for long they do create moral hazards in many properties and failures of many business men.—V. E. B., in *Our Paper*.

You can't think on a low level and live on a high plane. It is better to say a good thing about a bad fellow than to say a bad thing about a good fellow.—H. M. Stansifer in *Success*.

MOBILE, ALA., is well advertised to shippers in a 22-page pamphlet forming one of the most complete and accurate surveys ever made of a Southern report, prepared by the Mobile Chamber of Commerce for gratuitous distribution.

WHEAT EXPORTS from United States and Canada for the week ending Sept. 14, were 6,945,930 bus. against 8,713,163 bus. the previous week and 11,601,497 a year ago. Corn exported for the same period was 1,763,954 bus., the previous week, 1,994,712 and 3,737,437 a year ago.

Insurance Notes.

SMOKE was discovered in the warehouse of the Early Grain & Seed Co., Waco, Texas, early on the morning of Aug. 28, and upon investigation they found several fires in different parts of a stack of oats of 35,000 bu. What started the fires?

A LETTER from the Early Grain & Seed Co., Waco, Tex., under date of Sept. 19, states that the oats have been emptied from the sacks and most of them clipped. "We have been storing oats for 40 years in the same method as we have stored them this year, and we cannot see how oats this year were any different than in former years. We will state, however, that we have stored wet and rotten oats in sacks and we have never had a fire in our oat pile before."

THE TIME to stop a fire next winter is NOW. Check up your flue and see that it is in good shape, and when you set up the stove do it in a safe and sane manner. And don't forget the engine. If it bucks now what will it do when cold weather sets in? Put it in first-class shape while you have time and then you won't have to do any stunts to get it started when the thermometer is crowding zero. A stitch in time has stopped many a fire.—*Our Paper*.

Fire Prevention Week Oct. 2 to 9.

President Harding issued a proclamation Sept. 21 designating Monday, Oct. 9, as national Fire Prevention Day.

"It has long been a reproach to our country that by reason of poor construction, inadequate facilities for fire prevention and an all too general carelessness about possible causes of conflagration, our fire waste reaches figures year after year which are not approached in any other country in the world. Mindful of the fire waste which is expressed in figures so huge as to be appalling, it may be emphasized that in time, when all communities need to conserve resources and to promote production in every possible way, there ought to be especial effort to minimize such losses," said the President.

The National Fire Protection Ass'n, Boston, Mass., is actively working up public interest in Fire Prevention Week, the aim of which it declares to be to bring to the people a realization of two fundamental facts: that the fire loss is everybody's loss and everybody's responsibility, and that the great majority of fires are preventable through the exercise of ordinary carefulness. All features of the Fire Prevention Week observance should emphasize these facts. It is because these fundamentals are not commonly realized that fire losses are so enormous, and it will be only when Fire Prevention Education brings a general realization of them that losses of life and property can be measurably reduced.

The Ass'n has a number of publications helpful for use in connection with Fire Prevention Week, which will be gladly sent on request.

Businessmen can add to the interest by procuring Fire Prevention Week stickers to be pasted on letters.

The Grain Dealers' Fire Ins. Co. is sending out a poster in colors, 12x16 ins., vividly depicting a family trapped by fire.

The railroads have been asked by the Railroad Insurance Ass'n to clean up their properties and do everything in their power to prevent fires, in observance of Fire Prevention Week, Oct. 2 to 9. Grain dealers will do well to follow the example set by the carriers and clean up their premises and elevators during the same time, and then make a periodical inspection to see that all fire fighting appliances are kept in condition for ready use, and that refuse and weeds are kept clear of the elevator premises. Precautions of this kind have saved many plants which would have been doomed had not the operator kept close observance of his equipment.

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These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two-page index, instructions and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of your claim.

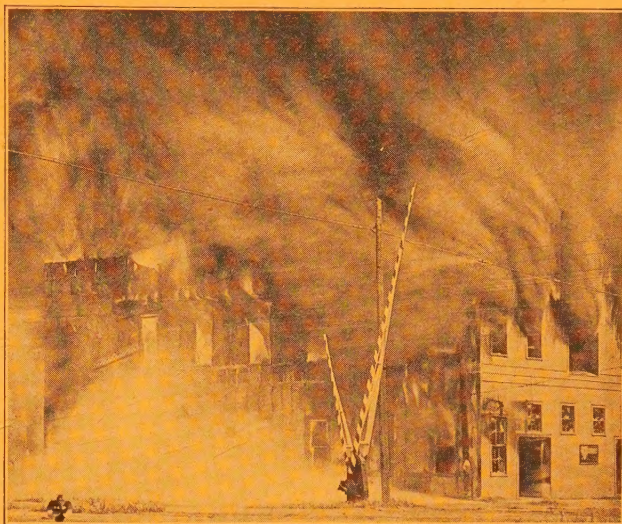
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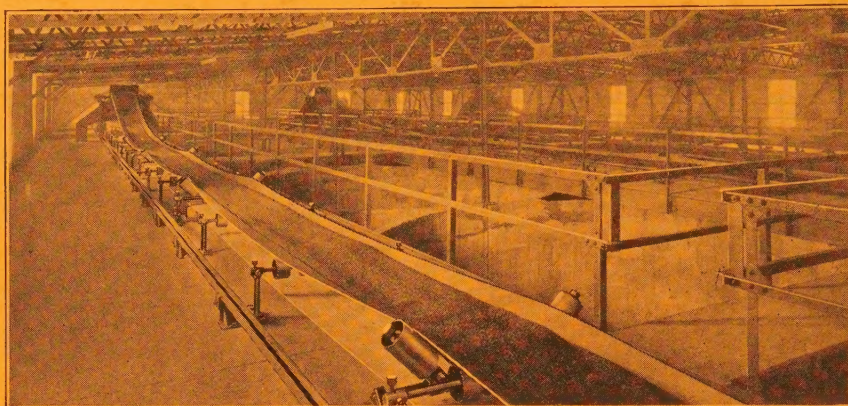


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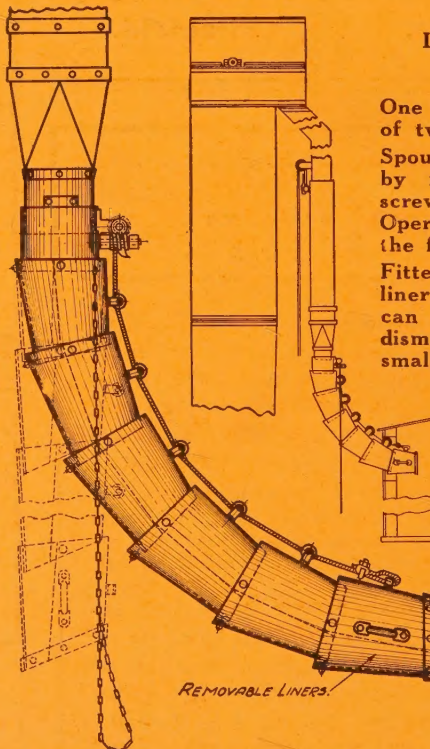
A YEAR
HANDLING COAL WITH
Weller Equipment

M. J. CAHILL & CO.,
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SAYS:

"Our Weller Bucket Elevator has proved the finest possible system for handling our coal. With this equipment we unload a 50-ton car in less than two hours. Formerly we used a portable elevator. This method necessitated loading our wagons by hand. Now they are loaded by gravity. The Weller equipment causes no breakage of coal and has been satisfactory in every way."

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ADJUSTABLE FLEXIBLE SPOUT. PATENTED.



ADJUSTABLE FLEXIBLE SPOUT (Patented)

SAVES
LABOR—TIME—
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One man does the work of two.

Spout is raised or lowered by means of a special screw gear chain hoist. Operator is free to direct the flow of grain.

Fitted with removable liner which, when worn, can be replaced without dismantling spout and at small expense.

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STANDARD
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